



AGENDA - REVISED

City Council Special Meeting

6:30 PM - Tuesday, March 10, 2020

City Hall Council Chambers, Sammamish, WA

Page		Estimated Time
	CALL TO ORDER	6:30 pm
	ROLL CALL	
	PLEDGE OF ALLEGIANCE	
	APPROVAL OF AGENDA	
	PUBLIC COMMENT	
	<p>Note: <i>This is an opportunity for the public to address the Council. Three-minutes limit per person or five-minutes if representing the official position of a recognized community organization. If you would like to show a video or PowerPoint, it must be submitted or emailed by 5 pm, the end of the business day, to the City Clerk, Melonie Anderson at manderson@sammamish.us. Please be aware that Council meetings are videotaped and available to the public.</i></p>	
	NEW BUSINESS	
3 - 7	1. *Resolution: Ratifying the Proclamation of Emergency Related to the COVID-19 Virus View Agenda Item	7:05 pm
8 - 15	2. * Discussion: Regional Homelessness Authority Feedback View Agenda Item	7:15 pm
	TOPICS	
16 - 402	3. Discussion: Transportation Master Plan Draft Prioritized Projects List View Agenda Item	7:30 pm
403 - 404	4. Discussion: Emergency Management for Elected Officials	8:45 pm

[View Agenda Item](#)

- 405 - 413 5. * **Discussion:** Metro's Proposed Regional Transit Funding Levy **9:40 pm**
[View Agenda Item](#)

EXECUTIVE SESSION – IF NECESSARY

COUNCIL REPORTS/ CITY MANAGER REPORT

- 414 6. ***Report:** Deputy Mayor Malchow - March 3, 2020
[View Report](#)
- 415 - 416 7. ***Report:** Deputy Mayor Malchow - March 10,2020
[View Report](#)

ADJOURNMENT

10:00 pm

CHANGES MADE TO THE AGENDA

* Items added or revised March 6, 2020

* Items added March 9, 2020

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.

Agenda Bill
 City Council Special Meeting
 March 10, 2020



SUBJECT:	Resolution Ratifying the Proclamation of Emergency Related to the COVID-19 Virus		
DATE SUBMITTED:	March 05, 2020		
DEPARTMENT:	City Clerk		
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action	<input type="checkbox"/> Direction	<input type="checkbox"/> Informational
RECOMMENDATION:	Ratify the Emergency Proclamation.		
EXHIBITS:	1. Exhibit 1 - Resolution 2. Exhibit 2 - Proclamation COVID 19		
BUDGET:			
Total dollar amount	<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 type="checkbox"/> Transportation	<input checked="" 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	

NEEDED FROM COUNCIL:

Shall the City Council ratify the Emergency Proclamation issued by the City Manager on March 5, 2020?

KEY FACTS AND INFORMATION SUMMARY:

On March 5, 2020, David L. Rudat, Interim City Manager, issued a proclamation of emergency related to the COVID-19 virus. This supports measures to be taken to protect public health, safety and welfare within the City.

Sammamish Municipal Code Section 2.70.050(1)(B) grants the City Manager authority to take actions on behalf of the City in the event of an emergency or disaster, subject to ratification by the City Council at its next regular meeting. This Resolution (Exhibit 1) is seeking ratification of his actions.

FINANCIAL IMPACT:

There is no financial impact caused by ratifying the Resolution.

**CITY OF SAMMAMISH
WASHINGTON
RESOLUTION NO. R2020-_____**

**A RESOLUTION OF THE CITY OF SAMMAMISH CITY
COUNCIL RATIFYING PROCLAMATION OF
EMERGENCY RELATED TO THE COVID-19 VIRUS.**

WHEREAS, Sammamish Municipal Code ("SMC") Section 2.70.050(1)(B) grants the City Manager the authority to take action on behalf of the City of Sammamish ("City") in the event of an emergency or disaster subject to ratification by the City Council at its next regular meeting; and

WHEREAS, in the exercise of such authority the City Manager did execute a Proclamation of Emergency related to the COVID-19 virus dated March 5, 2020; and

WHEREAS, the City Council held a regular meeting on March 17, 2020; and

WHEREAS, the City Council wishes to ratify the above-referenced Proclamation of Emergency and the acts of City departments and staff that have been and will be taken in connection with such emergency.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SAMMAMISH
DOES RESOLVE AS FOLLOWS:**

Section 1. Any and all acts undertaken by City departments and staff consistent with the Proclamation of Emergency related to the COVID-19 virus issued by the City Manager dated March 5, 2020 and prior to the effective date hereof are hereby ratified and confirmed.

Section 2. Any and all acts undertaken by City departments and staff consistent with the Proclamation of Emergency related to the COVID-19 virus issued by the City Manager dated March 5, 2020 and following the effective date hereof are hereby authorized until such time such proclamation has been amended, rescinded or otherwise terminated by the City Manager or City Council.

**ADOPTED BY THE CITY COUNCIL AT A SPECIAL MEETING THEREOF ON
THE 10th DAY OF MARCH, 2020.**

CITY OF SAMMAMISH

Mayor Karen Moran

ATTEST/AUTHENTICATED:

Melonie Anderson, City Clerk

Approved as to form:

Michael R. Kenyon, City Attorney

Filed with the City Clerk: March 5, 2020
Passed by the City Council:
Resolution No.

CITY OF SAMMAMISH
PROCLAMATION OF EMERGENCY

WHEREAS, the Emergency Manager has reported to the Interim City Manager that several individuals in the region have tested positive for the 2019 Novel Coronavirus (COVID-19), the virus outbreak has resulted in numerous fatalities; and

WHEREAS, the Department of Public Health -Seattle and King County have issued warnings regarding the impacts and severity of the anticipated community spread of this outbreak; and

WHEREAS, COVID-19 is a respiratory disease that can result in serious illness or death, and can easily spread from person to person; and

WHEREAS, on February 29, 2020, the Governor of the State of Washington proclaimed that at State of Emergency exists in all counties in the State of Washington; and

WHEREAS, on March 4, 2020, the Department of Public Health - Seattle and King County announced new guidance on reducing the risk of exposure to COVID-19 which may restrict government functions; and

WHEREAS, measures must be taken to protect public health, safety and welfare of City resident, visitors, and personnel; and

WHEREAS, additional resources may be required in response to the COVID-19 outbreak; and

WHEREAS, the City may require supplemental assistance; and

WHEREAS, the severity of this event may go beyond the capability of local resources; and

WHEREAS, the existing conditions warrant the proclamation of the existence of a local emergency.

NOW, THEREFORE, I, David L. Rudat, Interim City Manager of the City of Sammamish, do hereby proclaim that a local emergency now exists due to the COVID-19 outbreak and that Emergency Operations are in effect, and this necessitates the utilization of emergency powers granted under RCW 38.52.070.

The City of Sammamish is authorized to exercise the powers vested under this proclamation considering the exigencies of this emergency without regard to time-consuming procedures and formalities prescribed by law (excepting constitutional requirements). That this emergency proclamation shall expire unless confirmed and adopted by the Sammamish City Council at the next regularly scheduled City Council meeting.



David L. Rudat, Interim City Manager



Date

Agenda Bill
 City Council Special Meeting
 March 10, 2020



SUBJECT:	Regional Homelessness Authority Feedback		
DATE SUBMITTED:	March 06, 2020		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Provide feedback on the four questions listed below.		
EXHIBITS:	Exhibit 1 - Regional Homeless Authority Information		
BUDGET:			
Total dollar amount		<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 type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Community Safety
<input type="checkbox"/>	Communication & Engagement	<input checked="" type="checkbox"/>	Community Livability
<input checked="" type="checkbox"/>	High Performing Government	<input type="checkbox"/>	Culture & Recreation
<input type="checkbox"/>	Environmental Health & Protection	<input type="checkbox"/>	Financial Sustainability

KEY FACTS AND INFORMATION SUMMARY:

Sound Cities Association (SCA) is requesting feedback on the homelessness response of its member cities. This feedback is intended to help inform the three SCA representatives on the Governing Committee of the King County Regional Homelessness Authority. Those representatives - Mayor Nancy Backus (Auburn), Mayor Angela Birney (Redmond), and Councilmember Ed Prince (Renton) - are responsible for representing the perspectives of all 38 member cities.

SCA sent the following four questions for member cities to answer:

1. **What is your city's philosophy when it comes to homelessness crisis response?**
 2. **What is your city doing to provide homelessness crisis response services currently?**
 3. **What are the gaps in crisis response in your city? Where are additional resources needed?**
 4. **What suggestions do you have for potential SCA appointees to the Implementation Board?**
- Note that SCA will be appointing two members to this Implementation Board in April, so this is a time sensitive request*

The Implementation Board (Question 4)

SCA provided the following additional information on the implementation board:

The Implementation Board “shall be comprised of individuals who have connections to or experience with a broad range of stakeholders and communities, including but not limited to: the local business community; neighborhood and community associations; faith/religious groups; and the philanthropic community. A majority of the members of the Implementation Board shall be persons whose combination of identity, personal experience, or professional expertise enables them to credibly represent the perspectives of, and be accountable to, Marginalized Demographic Populations that are statistically disproportionately represented among people experiencing homelessness in King County. The Implementation Board members shall strive to reflect a diversity of geographies in King County.”

In addition to possessing “substantial and demonstrable expertise, experience and/or skill in one or more of the areas specified” above, the group as a whole is expected to possess expertise in the following areas:

- Criminal justice
- Fiscal oversight
- Physical or behavioral health
- Academic research or data performance evaluation
- Affordable housing finance or development
- Business operations or strategy
- Equity implementation
- Homelessness Service Provision
- Federal Continuum of Care Service Provision
- Labor Unions/Workforce
- Youth Service
- Child Welfare

Per the ILA, the Implementation Board “shall neither include elected officials nor employees of Seattle, the County or the Authority, nor employees, officials, agents or representatives of current Contract Holders or any entity that is likely to directly benefit from the actions of the Authority.”



March 11, 2020
SCA PIC Meeting

Item 09:

King County Regional Homelessness Authority Update

UPDATE

SCA Staff Contact

Alexis Mercedes Rinck, Policy Analyst, alexis@soundcities.org, (206) 495-5238

King County Regional Homelessness Authority Governing Committee Members

Mayor Nancy Backus, Auburn; Mayor Angela Birney, Redmond; Council President Ed Prince, Renton

Update

On March 2, 2020 SCA hosted a briefing and discussion for SCA members on the Regional Homelessness Authority. At this meeting, 20 number of cities were represented.

The first meeting of the King County Regional Homelessness Authority Governing Committee is set for March 12, 2020. Items on the agenda for this first meeting include selecting a Chair, the process for hiring the CEO, and process for appointing the Implementation Board (the expert board). SCA will appoint two members to the Implementation Board and is beginning the process of collecting names of potential nominees that could be put forward.

The March 11, 2020 PIC meeting will provide SCA members to provide feedback on the following topics, to aid SCA's representatives on the Governing Board:

- What is your city's philosophy when it comes to homelessness crisis response?
- What is your city doing to provide homelessness crisis response services currently?
- What are the gaps in crisis response in your city? Where are additional resources needed?
- What suggestions do you have for potential SCA appointees to the Implementation Board?

Background

Several reports have identified the fractured nature of the current system as a barrier to addressing homelessness in King County. To address this longstanding issue, in December 2019 the King County Council and Seattle City Council approved legislation establishing the King County Regional Homelessness Authority to coordinate homelessness crisis response. After extensive discussions and negotiations in 2019, the King County Regional Homelessness Authority was established in late 2019, with an [Interlocal Agreement \(ILA\)](#) signed by the Seattle Mayor and County Executive in December 2019.

Role and Responsibilities of the King County Regional Homelessness Authority (KCRHA)

“To provide consolidated, aligned services for individuals and families who are experiencing homelessness or who are at imminent risk of experiencing homelessness in King County.”

This agency is focused on homelessness crisis response.

The Regional Homelessness Authority is charged with managing procurement for organizations that provide services to people experiencing homelessness; this can include shelters, transitional housing, permanent supportive housing, rapid rehousing, so all services in which the target population of that program are people that are experiencing homelessness or about to experience homelessness.

It WILL:

- Manage grant allocations to the non-profits and other organizations that are service providers for people experiencing homelessness.
- Collect data from those recipients of public dollars
- Evaluate performance of those recipients of public dollars
- Oversee the Homelessness Management Information System
- Oversee Coordinated Entry for All, which is the county’s front door service for people experiencing homelessness in the County, it is a mechanism in which they prioritize clients.

It WILL NOT:

- Conduct direct services. It is not managing shelters or conducting its own programs.
- Address affordable housing. It will not concern construction of affordable housing, nor the create affordable housing policy.
- Address “upstream interventions” or behavioral health.

Who will work there?

There will be a CEO, and select staff from Seattle and King County’s homelessness divisions will be moved into the new entity.

Until the CEO is hired, the co-located staff from the County and the City of Seattle will maintain their reporting structure (i.e. that person continues to report to the supervisor they currently have now).

Funding

In terms of funding, the Authority will receive and operate with revenues from the County and the City of Seattle. The agency does not have taxing authority and cannot issue debt.

The City of Seattle is putting forward \$73 million, with \$2 million of that for initial start-up funding in 2020. Then the County is contributing \$55 million with no more than about \$1.8 million in start-up funding for 2020.

Accountability and Authority Structure



The Governing Committee is where SCA will have direct representation with Mayor Nancy Backus of Auburn, Mayor Angela Birney of Auburn, and Councilmember Ed Prince of Renton serving in the SCA seats. Our representatives will be joined by the County Executive Dow Constantine and two King County Councilmembers Joe McDermott and Reagan Dunn; Seattle Mayor Jenny Durkan, and two Seattle City Councilmembers Lorena González and Andrew Lewis, and lastly joined by three members representing lived experience.

Through the Governing Committee, elected officials in SCA cities now have a new role of oversight where it did not exist previously. They will evaluate, approve, and amend all plans for the KCRHA.

The CEO will oversee everyday operations of the KCRHA and will report to the Governing Committee and Implementation Board. The CEO will provide written performance reports to the Governing Committee and seek input from the Governing Committee on the performance of the Authority. This CEO will also annually present on budget and performance to the Regional Policy Committee, King County Council and Seattle City Council.



The Implementation Board is the next body of authority. There is a goal to have all the competencies listed in the graphic above, to be represented on the Board. Some representatives may wear multiple hats. SCA will appoint two of the members of the implementation board, as will the Seattle Council, the Seattle Mayor, the King County Council, and the King County Executive, and as on the governing

committee, three members of the Implementation Board will be representing individuals with lived experience.

The implementation board will be responsible for developing and recommending organizational goals, policies and plans to the Governing Committee, and ensuring their implementation. The implementation board also has the power to create additional subcommittees and advisory bodies to guide their work.

Timeline

The following is a **rough** schedule of expected activities to stand up the Regional Homelessness Authority:

In March

- Lived Experience representatives to Governing Committee will be appointed
- DCHS and HSD staff begin co-locating in Yesler Building in Mid-March
- First meeting of the KCRHA Governing Committee on March 12

In April:

- The Governing Committee will meet and appoint the Implementation Board members
- A recruitment firm will be selected, and the CEO recruitment process will begin.

By July, the goal is for a CEO to be approved by the Governing Committee so the CEO can begin working in August.

Agenda for March 12, 2020 Meeting of the Regional Homelessness Authority Governing Committee

At the first meeting of the Governing Committee, members will select a Chair.

They will also decide on the process for selecting a search firm to recruit the CEO. AN RFP for that process is currently open.

The Governing Committee will also decide on a plan for appointing the Implementation Board. Per the ILA, the Implementation Board “shall be comprised of individuals who have connections to or experience with a broad range of stakeholders and communities, including but not limited to: the local business community; neighborhood and community associations; faith/religious groups; and the philanthropic community. A majority of the members of the Implementation Board shall be persons whose combination of identity, personal experience, or professional expertise enables them to credibly represent the perspectives of, and be accountable to, Marginalized Demographic Populations that are statistically disproportionately represented among people experiencing homelessness in King County. The Implementation Board members shall strive to reflect a diversity of geographies in King County.”

In addition to possessing “substantial and demonstrable expertise, experience and/or skill in one or more of the areas specified” above, the group is expected to possess expertise in the following areas:

- Criminal justice
- Fiscal oversight
- Physical or behavioral health
- Academic research or data performance evaluation
- Affordable housing finance or development
- Business operations or strategy
- Equity implementation
- Homelessness Service Provision
- Federal Continuum of Care Service Provision
- Labor Unions/Workforce
- Youth Service
- Child Welfare

Per the ILA, the Implementation Board “shall neither include elected officials nor employees of Seattle, the County or the Authority, nor employees, officials, agents or representatives of current Contract Holders or any entity that is likely to directly benefit from the actions of the Authority.”

It should be noted that this is not going to be one for one, so there will not be a one person representing solely labor unions, and another equity implementation, and so forth. Rather, there is a goal to ensure all these competencies are represented on the Board. Some representatives may wear multiple hats.

SCA will appoint two of the members of the implementation board, as will the Seattle Council, the Seattle Mayor, the King County Council, and the King County Executive. Three members of the Implementation Board will be representing lived experience (appointed by the current All Home Coordinating Board).

Feedback sought from PIC:

The March 11, 2020 PIC meeting will provide SCA members to provide feedback on the following topics, to aid SCA’s representatives on the Governing Board:

- What is your city’s philosophy when it comes to homelessness crisis response?
- What is your city doing to provide homelessness crisis response services currently?
- What are the gaps in crisis response in your city? Where are additional resources needed?
- What suggestions do you have for potential SCA appointees to the Implementation Board?

Next Steps

The Governing Committee is set to meet March 12, 2020.

The Governing Committee is expected to appoint the Implementation Board members at an April meeting. The Implementation Board and Governing Committee will jointly appoint a CEO by July, with an anticipated start date in August.

A staff group consisting of representatives from Seattle, King County, and SCA will be meeting to support the work of the Governing Committee in the meantime.

For more information contact SCA Policy Analyst Alexis Mercedes Rinck at alexis@soundcities.org or (206) 495-5238.

Agenda Bill
 City Council Study Session
 March 10, 2020



SUBJECT:	Transportation Master Plan Draft Prioritized Projects List		
DATE SUBMITTED:	February 25, 2020		
DEPARTMENT:	Public Works		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational		
RECOMMENDATION:	Receive a presentation on the Transportation Master Plan Draft Prioritized Projects List and provide input.		
EXHIBITS:	1. Exhibit 1 - TMP Community Outreach Summary 2. Exhibit 2 - TMP Statistically Valid Survey Report 3. Exhibit 3 - 2035 Intersection and Corridor Failures 4. Exhibit 4 - DRAFT Ch 4 TMP Prioritized Projects List		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<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 checked="" type="checkbox"/> Communication & Engagement	<input checked="" 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		

NEEDED FROM COUNCIL:
 Transportation Master Plan Draft Prioritized Projects List - Receive a presentation on the TMP Draft Prioritized Projects List and provide input.

KEY FACTS AND INFORMATION SUMMARY:
Overview
 The City is developing its first Transportation Master Plan (TMP), which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City’s transportation vision and goals over the next 20 years. A key feature of the TMP is

the Prioritized Projects List, which distills community input and priorities into a tangible list of ranked projects for the City Council to consider implementing. The value of a comprehensive and community-supported prioritized projects list is that it clarifies and streamlines the process for funding and constructing transportation capital projects in Sammamish.

The purpose of this presentation is to discuss the first draft of the TMP Prioritized Projects List, which has been developed using extensive community input (Exhibit 1), traffic modeling, staff review, and criteria scoring. The TMP Project Team will use the Council's input on this first draft to continue refining the list of projects, leading toward incorporation of the list into the Draft TMP, expected later this Spring. The TMP Project Team will outline the next steps on the path toward adoption of the Sammamish TMP as part of the Comprehensive Plan amendment process this fall.

Prioritized Project List Development

The TMP Project Team identified a universe of potential transportation projects that would improve the safety and efficiency of City's transportation network over 20 years. Beginning with an overview analysis of the City's transportation network, adopted plans, past citizen requests, and transportation vision, the initial list was comprised of nearly 200 projects, spanning all modes of mobility throughout the City. The next step in refinement was to obtain community input on the various potential projects via public workshops, surveys, in person meetings, and online engagement to better understand community preferences. The results of this community engagement effort were reported to City Council on [December 3, 2019](#) (also see Exhibit 1 and Exhibit 2).

The next step in developing the Draft Prioritized Projects List was to rate the projects based on criteria scoring. The community priorities which were presented to City Council on [April 1, 2019](#) set the foundation for the scoring system. The scoring system applied raw scores of 30/20/0 points to each project depending upon how closely they achieved the intent of each community priority. The priorities were then weighted either 2x/1.5x/1x to reflect their relative importance to achieving the City's transportation vision. The resulting scores provided the TMP Project Team with a clear, easy to understand methodology for establishing the first TMP Draft Prioritized Projects List. The projects that performed the best (i.e. scored the highest) in this criteria evaluation are ranked higher than those projects that did not perform as well and were more likely to be included in the first Draft Prioritized Project List.

Refining the Prioritized Projects List

Following initial community input and prioritization, the city's traffic model was used to predict 2035 conditions to test for the initial impact of potential TMP projects on the Sammamish transportation network and to check for any concurrency failures (Exhibit 3). The 2035 model takes into account land use, growth (both regional and local) and the construction of transportation concurrency projects and Town Center connector roads (assumed to be built by private development). The projects shown in the maps of Exhibit 4 were modeled and the resulting failures (Exhibit 3), which show that the selected TMP projects address all anticipated failures out to 2035. This means that no additional projects are required to be added to the TMP Draft Prioritized Projects List based on the existing concurrency policies and levels of service. If Council removes any connectivity or complete streets projects from the current Draft Prioritized Projects List, additional analysis will need to be conducted to evaluate whether there will be a concurrency failure in 2035 or not.

Planning level cost estimates for the Draft Prioritized Projects List were then developed. These planning level estimates use the TMP project scopes and high level assumptions (such as excluding right-of-way acquisition costs) as the basis. Project costs are one of the many pieces of information that Council should consider in their refinement of the Draft Prioritized Projects List.

Now that a first draft of the TMP Prioritized Projects List is developed, the TMP Project Team is seeking City Council input. The maps and project descriptions in Exhibit 3 will aid in the review of the projects that are currently prioritized. Staff will return on April 21, 2020 with the updated project List and will invite Council's suggestions for projects that should be added to the list of prioritized projects.

As City Council reviews the Draft Prioritized Projects List, please keep in mind that the already-identified six-year concurrency projects will not be subject to further prioritization, as they are required and must be completed in the six-year window of the Transportation Improvement Plan (TIP). The TIP is a separate, but related, document; City Council will commence review of the annual update of the TIP beginning in May 2020. However, the six-year concurrency projects are shown in the TMP Prioritized Projects List for clarity and coordination.

Next Steps

The Project Team will incorporate City Council input to revise the first draft of the prioritized capital project list. The updated list will be presented to the City Council on April 21, 2020. The Council will be asked to continue to review and refine the project list at this meeting so that staff may be able to finalize development of the Draft TMP. Final adoption of the TMP into the City's Comprehensive Plan is anticipated by the end of this year.

FINANCIAL IMPACT:

The TMP Prioritized Projects List being developed with Council input is intended to be the source for future TIPs. The full financial impacts will not be known until the TMP Prioritized Projects List is finalized. Financing options will be discussed in depth with the City Council during development of the 2021-2022 budget.

OTHER ALTERNATIVES CONSIDERED:

N/A

RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Sammamish Transportation Element](#)



NOVEMBER 2019

Transportation Master Plan

Outreach Summary

CITY OF SAMMAMISH
PUBLIC WORKS

DECEMBER 2019

Transportation Master Plan Outreach Summary

The City is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City's transportation vision and goals over the next 20 years. Direct input from the community is integral to the success of the TMP. The goal is to better understand community priorities for allocating limited resources to address the many needs of the Sammamish transportation network.

City Council directed the TMP Project Team to plan and execute a robust outreach effort to ensure adequate opportunities to hear from the community and understand what the mobility vision, goals, priorities, and unmet needs are for the City. The Project Team began such outreach in early 2017 (Appendix A), engaging over 300 Sammamish residents in a variety of formats, including orientation interviews, pop-up studios, mini-polls, and a workshop. This effort resulted in the six City Council-adopted Community Transportation Priorities (Appendix B) which set the framework for the TMP. These six priorities also served as a guiding framework for the Project Team to develop the outreach effort in 2019 once the TMP was relaunched following an extended hiatus.

The purpose of this document is to summarize our outreach efforts of 2019 and outline the next steps on the path toward adoption of the Sammamish TMP.



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DECEMBER 2019

OUTREACH

In development of the Transportation Master Plan (TMP), the Public's input is the framework for prioritizing and understand transportation issues within the City. Outreach allows the City to be informed by the community to help improve how everyone gets around town and off the plateau. In order to have a comprehensive and diverse range of input, a comprehensive outreach effort is critical to the TMP.



Public Workshop at Beaver Lake Lodge

Workshops Across the City

The City hosted three Public Workshops located in different areas of the City. These workshops were the primary source of in-person engagement. The goal was to have as many people as possible informed of these workshops to increase attendance.

Establishing Goals

Development of the City's first TMP offers a significant opportunity to engage Sammamish residents in a meaningful way as the City works toward improved mobility options, a connected transportation network, and targeted investments. The outreach goal was to obtain a strong and well-rounded understanding of community needs, priorities, and desires.



Public Workshop at Blackwell Elementary School

GOALS AND OUTCOMES

Development of the City's first TMP offers a significant opportunity to engage Sammamish residents in a meaningful way as the City works toward improved mobility options, a connected transportation network, and targeted investments.

The outreach goals and outcomes are as follows:

- Obtain a strong and well-rounded understanding of community transportation priorities.
- Use robust data and input to inform the prioritization of capital projects.
- Build stronger relationships with community members to set the stage for future conversations on transportation projects and issues.
- Effectively establish a new online engagement platform for this project and future City projects.
- Implement a statistically valid survey to provide staff with a level of confidence in the input received and either confirm or complement public input already received.

To achieve the goals and outcomes outlined above, the community outreach effort comprised a strong marketing strategy, direct communications, in-person meetings, workshops, tabling events, online engagement, innovative tools such as a meeting-in-a-box, and a statistically valid survey (results are expected in late November 2019 and are therefore not included in this report).

The strategy for interacting with the community was to get broad input on mobility goals (via quick polls and Connect Sammamish, the City's online engagement platform) and then get specific input on potential projects throughout the community (via the public workshops, exercise tools on Connect Sammamish, and a statistically valid survey). This approach was comprehensive in nature and produced results that the Project Team can rely upon when developing the TMP. Such a strategic approach will give the City Council confidence in knowing that the content presented in the final TMP is backed by strong, broad, and timely community input. The robust community outreach effort described herein will result in a TMP that represents the interests of the community and prioritizes City resources in the most effective manner.

DECEMBER 2019

MARKETING THE TMP

In an effort to reach the most people for participation in the Transportation Master Plan, the TMP Project Team created an online presence as well as in-person marketing.

HOW WE REACHED OUT

Transportation issues impact everyone, whether you walk, bike, drive, or bus. Accordingly, the goal was to spread the word about the TMP and the three Public Workshops far and wide to reach the most people. The TMP Project Team connected to people on a variety of platforms. The strategy included an online campaign creating transportation themes such as “Transportation Tuesday” and “TMP Thursdays”. These weekly themes were intended to be consistent reminders of the TMP for those following online.

The Project Team’s in-person efforts were based on the idea that sometimes there are barriers to getting residents to participate, so the Project Team went to where the Public already was. The Project Team tabled at three Public events distributing flyers and getting to hear from residents first-hand. The Project Team contracted with a marketing firm to distribute doorhanger flyers to residents providing information about the workshops and how to stay engaged. The marketing efforts were intended to be as comprehensive and as accessible as possible.



YOU'RE INVITED
to help the City of Sammamish create its first Transportation Master Plan

IMPROVE HOW YOU GET AROUND TOWN!
JOIN US AT ONE OF THE WORKSHOPS BELOW

Thursday | **AUG. 15** | 6:30-8:30 PM
CWU Sammamish 120 228th Avenue NE

Thursday | **AUG. 22** | 6:30-8:30 PM
Blackwell Elementary 3225 205th Place NE

Thursday | **AUG. 29** | 6:30-8:30 PM
Beaver Lake Lodge 25201 SE 24th Street

CAN'T ATTEND?
Visit <http://connect.sammamish.us> or flip this card over for a scannable QR code to use the City's new interactive tool, **Connect Sammamish!**

Questions about this project? Email: tmp@sammamish.us



801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

Doorhanger flyer delivered to 21,000 homes (Appendix C)



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Questions about this project? Email: tmp@sammamish.us

YOUR GUIDE to helping the City of Sammamish create its first Transportation Master Plan

<p>HOW CAN I GET INVOLVED IN THE TRANSPORTATION MASTER PLAN?</p> <p>Online Engagement</p>	<p>Pop-up Offices</p>	<p>Meeting-in-a-box</p>	<p>In-Person Meetings</p>
<p>Register to share! Engage from anywhere!</p> <p>Learn more about upcoming projects and help shape the city!</p> <p>Answer polls, ask questions and engage!</p>	<p>Meeting you where you are!</p> <p>Stop by our booth at the following events to learn more about the TMP and share your ideas:</p> <p>National Night Out 8/6 Farmers Market 8/7 Party on the Plat 8/7</p>	<p>Can't attend a workshop but still want to participate?</p> <p>Pick up a meeting-in-a-box at a pop-up, or email us and run your own</p> <p>We'll provide the supplies and exercises, and you bring your ideas!</p>	<p>Join Us</p> <p>Attend one of our three identical workshops to help shape the goals of the TMP and share your input!</p> <p>August 15, 22, and 29 from 6:30-8:30</p> <p>See reverse for more detail</p>

Questions about this project? Email: tmp@sammamish.us



801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

Two-sided handout passed out at Pop-Ups and Workshops in-person, and posted online as well. (Appendix C)

HOW WE REACHED OUT



PRIMARY ONLINE COMMUNICATION
CITY OF SAMMAMISH
FACEBOOK PAGE

6,000+
Followers

4
Paid Advertisements

25+
Scheduled Facebook Posts



REACHED OUT TO WHERE PEOPLE ALREADY ARE
POP-UP EVENTS

The **Pop-Up Events** were held at a Farmers Market, National Night Out, and Party on the Plateau. The Pop-Ups were attempts at forming connections with the public who may not actively participate in their local municipality. Besides distributing material regarding the workshops, the team had a quick-poll to quickly engage the participant and gather high level data regarding transportation trade-offs.



DOORHANGERS
PLACED PHYSICAL ADVERTISEMENTS

21,000+
Homes

The Online Approach consisted of primary and secondary media sources. The TMP Project Team updated Connect Sammamish to serve as the main news platform and tried to reach as many people as possible online. **Facebook** served as the main online source with the most posts, while **Twitter** and the **City's Newsletter** promoted the TMP.



CONNECT SAMMAMISH
ONLINE SOURCE OF UP-TO-DATE INFORMATION

In effort to reduce barriers to participation the TMP Project Team created an online alternative for those who may not be able to attend the meetings and still want to engage. **Connect Sammamish** also served as the main source for pushing out information regarding the Workshops and updates with the TMP.



TWITTER/
NEWSLETTER
SECONDARY ONLINE PRESENCE

6,000+
Followers

12
Posts

181
Total Link Clicks



DECEMBER 2019

WHO WE REACHED

WHO WE REACHED ONLINE

35%

Of people who participated on Connect Sammamish have never provided input to the City before. Reaching this 35% is crucial for reducing barriers to participation.

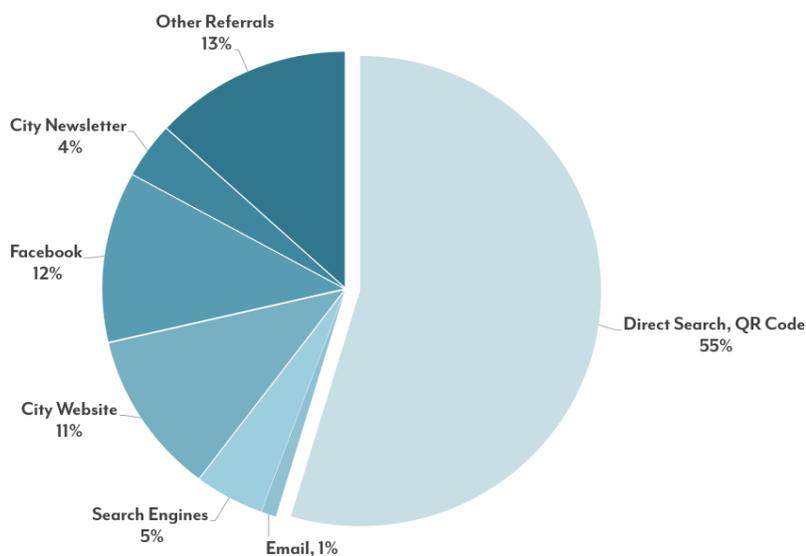
67%

Women mostly ages 35-44 were reached on Facebook. The City of Sammamish Facebook page has over 6,000 followers.

92.4%

Of the people who engaged on Connect Sammamish are homeowners.

SOURCES OF ONLINE TRAFFIC



Connect Sammamish provides insight on where the visits are coming from. Understanding where visits originate helps the City decide where messaging should be directed. While most people are reaching the site directly, Facebook and the City's Website also serve as a good platform to direct updates and posts regarding the TMP.

The numbers below indicate where the City's Facebook followers are from or identify where they live.

Sammamish	4,588
Seattle	1,702
Issaquah	509
Bellevue	320
Redmond	277

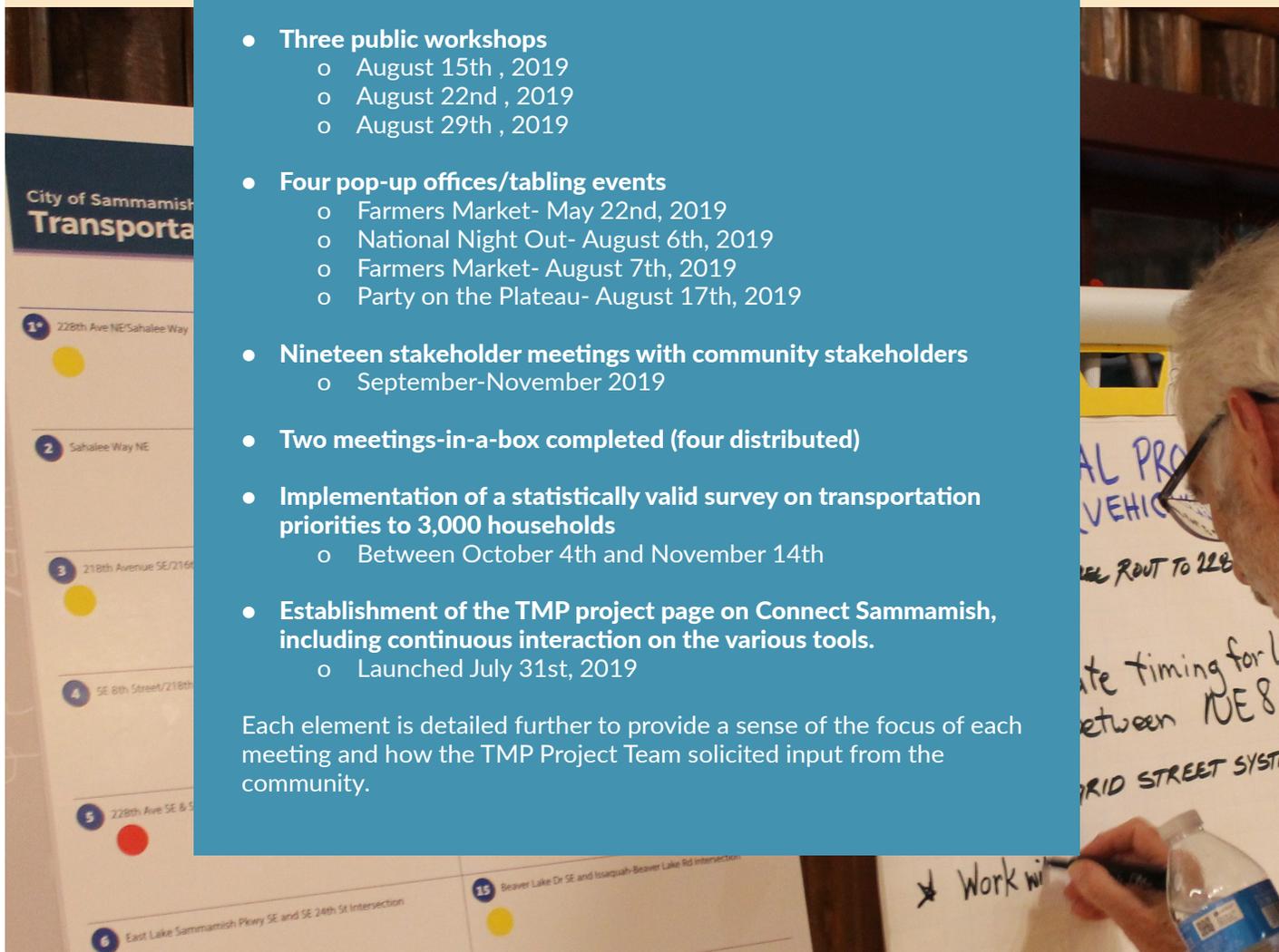
ACCOMPLISHMENTS

Turnout is a critical component to any outreach effort, as more input results in a better understanding of community preferences. With that understanding, the TMP Project Team embarked on a strong marketing push, which is further detailed in the “How We Reached Out” chapter of this document. The marketing effort took significant resources, including the help of the Sammamish Communications Manager and a Transportation Planning/Communications Intern. Ultimately, the strong and continuous marketing led to robust participation and valuable input from the community on our transportation projects and issues.

The Project Team executed the outreach plan after obtaining input from City Council at the July 2, 2019 Council meeting. The Project Team accomplished the following between August and November 2019:

- **Three public workshops**
 - August 15th , 2019
 - August 22nd , 2019
 - August 29th , 2019
- **Four pop-up offices/tabling events**
 - Farmers Market- May 22nd, 2019
 - National Night Out- August 6th, 2019
 - Farmers Market- August 7th, 2019
 - Party on the Plateau- August 17th, 2019
- **Nineteen stakeholder meetings with community stakeholders**
 - September-November 2019
- **Two meetings-in-a-box completed (four distributed)**
- **Implementation of a statistically valid survey on transportation priorities to 3,000 households**
 - Between October 4th and November 14th
- **Establishment of the TMP project page on Connect Sammamish, including continuous interaction on the various tools.**
 - Launched July 31st, 2019

Each element is detailed further to provide a sense of the focus of each meeting and how the TMP Project Team solicited input from the community.



DECEMBER 2019

WHO WE REACHED

OUTREACH BY THE NUMBERS

HOW MANY PEOPLE WE REACHED AND WHERE



Stakeholder Meetings
Meeting with City Identified Stakeholders



4 Pop-Ups
Meeting people where they already are



3 Workshops
Located in different areas of Sammamish



Connect Sammamish
Our new engagement platform was able to reach many who were unable to attend



Social Media
Average reach per post for TMP campaign





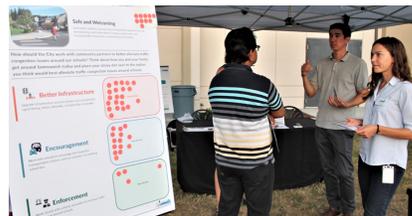
Meeting with groups

Reaching out to individual stakeholders to hear priorities as a group or organization.



Workshops

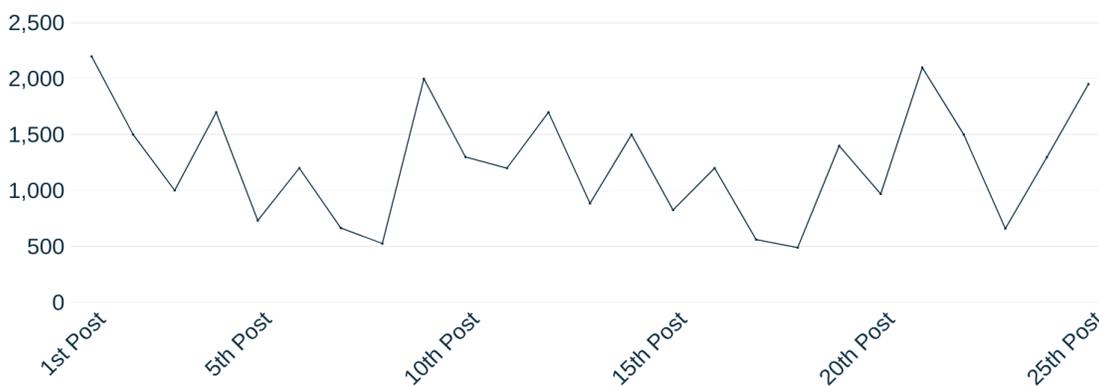
Valuable in-person discussions with members of the community.



Pop-Ups

Informal informational discussion sharing material about ways to engage with the TMP.

SOCIAL MEDIA PRESENCE



Reach per post on Facebook 7/29 - 9/6

FACEBOOK AND TWITTER MENTIONS



5 Posts
2,722 Followers
669.2 Average Reach Per Post
11.2 Average Engagement Per Post





7 Newsletter Mentions
6,585 Average Followers
1,956 Average Reach Per Mention
11.3 Average Link Clicks Per Mention

DECEMBER 2019

TABLING EVENTS

ACCOMPLISHMENTS

Each tabling event was held at a community event in locations throughout the community. Tabling events (also known as “Pop-Up Offices”) are the best way to meet Sammamish residents in places where they already are. The Project Team used these opportunities to talk about transportation issues and the Transportation Master Plan with residents who may have no or limited awareness about the project. Bringing the message directly to residents maximized the TMP’s exposure to the community and enhanced the community conversations on the TMP.

The general format of these events was informational in nature, in which the Project Team handed out different flyers, including ones for the August public workshops (Appendix C), announcing the launching of our new online engagement platform, Connect Sammamish, outlining the multitude of ways that the community can engage on the TMP, and other transit related flyers, e.g. Community Ride. The main feature of each tabling event was a quick poll, which was a simple question posed to the community about their preferences related to a certain transportation topic area (Appendix D). The quick poll questions revolved around trade-offs inherent in long-range transportation planning. A main purpose was to convey the idea that the City deals with many trade-offs when making decisions on where to invest time and resources to improve how the community moves around town and to destinations beyond. Additionally, the quick poll questions were less about implementation throughout the City and more about sparking interest in these topics to generate discussion between the community and the TMP Project Team. The responses were recorded in the Input Tracking Spreadsheet (Appendix E) and helped inform community preferences and priorities on larger concepts.

Farmers Market

The Project Team was present at two Farmers Markets, May 22nd and August 7th. The first event at the Farmers Market was the City’s first Transit Fair, which was put on by the TMP Project Team, King County Metro, Sound Transit, and ORCA. The event was transit-focused and drew many residents who were interested in learning how to ride the bus, load their ORCA card, or interact with staff on projects (i.e. the TMP and North Sammamish Park-and-Ride). Additionally, staff had the first quick poll available for the public to interact with. The question asked participants to show their support for the model of transit service that they thought would best serve Sammamish—better coverage throughout the community, or greater efficiency in the routes that already serve Sammamish. There was a clear preference for greater efficiency, as that received 30 votes to 8 votes for better coverage. This input informs the TMP by helping the Project Team better collaborate with regional transit partners such as King County Metro and Sound Transit when discussing existing and future bus service.

The success of the Transit Fair was informative in that there is a lot of interest in riding transit and using alternative modes of travel to get to regional destinations, particularly for youth. The City plans to make the Transit Fair an annual event.

The second Farmers Market event focused on promoting the TMP, the August TMP workshops, and the City’s new online community engagement platform, Connect Sammamish. The Project Team engaged with approximately 45 members of the community in conversations and via the quick poll, which asked the public to show how they want the City to improve and enhance the pedestrian and bike network. The two options were tradeoffs between having greater coverage but lower quality facilities and having higher quality facilities (e.g. protected bike lanes), but less coverage throughout the City. The respondents were nearly evenly split between the two options, indicating that there is not a clear preference for one over the other.

National Night Out

The Project Team had a booth at the City’s National Night Out event at the Central Washington University (CWU) property on August 6th. The turnout at this event was strong and the Project Team interacted with approximately 60 members of the community. The quick poll asked the public their preference for working with community partners to better alleviate traffic congestion issues around our schools. The three options included upgrading surrounding infrastructure, encouraging alternative modes of travel, and increasing enforcement. Upgrading infrastructure was the preferred option, receiving 22 votes.



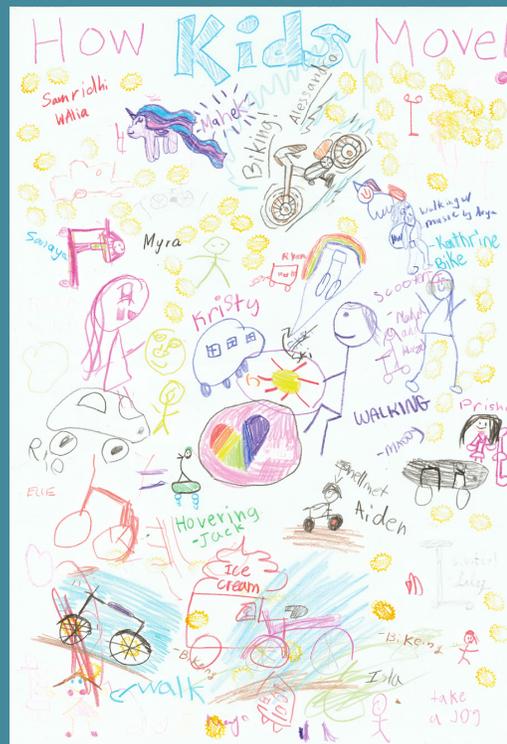
Pop-Up Meeting at National Night Out



Pop-Up Meeting at Party on the Plateau

Party on the Plateau (P.O.P.)

To ensure that the TMP was accessible to the public on a weekend, the Project Team had a booth at Party on the Plateau on Saturday, August 17th. The turnout was strong and the Project Team interacted with approximately 100 members of the public, including many families. The quick poll asked the public their preference for how the City should prioritize its investments in the road network. The tradeoffs were between enhancing connectivity, reducing congestion, and increasing safety. While all are valuable goals to have, the community preferred reducing congestion, as 58% of the participants identified congestion reduction as the most important for the City to focus on.



At the Pop-Up Meeting at Party on the Plateau we asked children to draw how they move around Sammamish

DECEMBER 2019

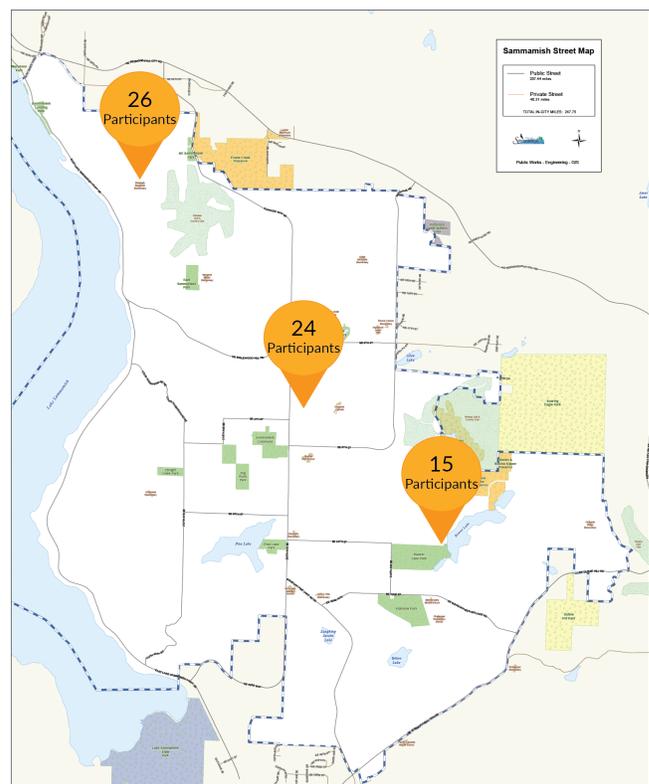
ACCOMPLISHMENTS

PUBLIC WORKSHOPS

Public workshops were the most important in-person meetings that the TMP Project Team conducted. The workshops were designed around a mapping and voting exercise, asking Sammamish residents to show their support or opposition to potential future transportation projects throughout the City. The project voting will help the Project Team develop the first preliminary draft of the prioritized project list based on a set of criteria presented to Council earlier in the year (Appendix B). The prioritized project list is a major component of the TMP as it outlines where community priorities and projects align. The benefit of having a prioritized project list is that it helps the City more efficiently plan and budget for capital projects, making the process streamlined.

The workshops were held on three consecutive weeks in August on Thursday evenings. Workshops were dispersed throughout the City (north, central, and south Sammamish) to allow for geographic representation. The workshop design included an informal open house portion, a presentation, and an exercise (Appendix F). The exercise focused on a variety of projects that are proposed to be included in the prioritized project list of the TMP. There were five project stations that highlighted vehicular, bicycle, pedestrian, transit, and connectivity projects on the City's preliminary project list. Each station included a map of projects in the corresponding category, a context board demonstrating what the projects may look like or include, and then a flip chart for participants to record project ideas that they felt the City should include.

A brochure and "dot budget" were provided to each meeting participant to use in the exercise. The brochure correlated with the project posters at the stations and provided the participants with more detail on the scope of each project. For example, the brochure let the participants know if a pedestrian project is a sidewalk or a pathway and whether it is a connection or fills a gap. The participants then considered the projects they most supported and "voted" for the projects by placing dots in the corresponding voting areas on the posters. The dot budget also included one red dot that indicated a project that they did not support, as information about opposition to projects is very important for the Project Team to understand as well.



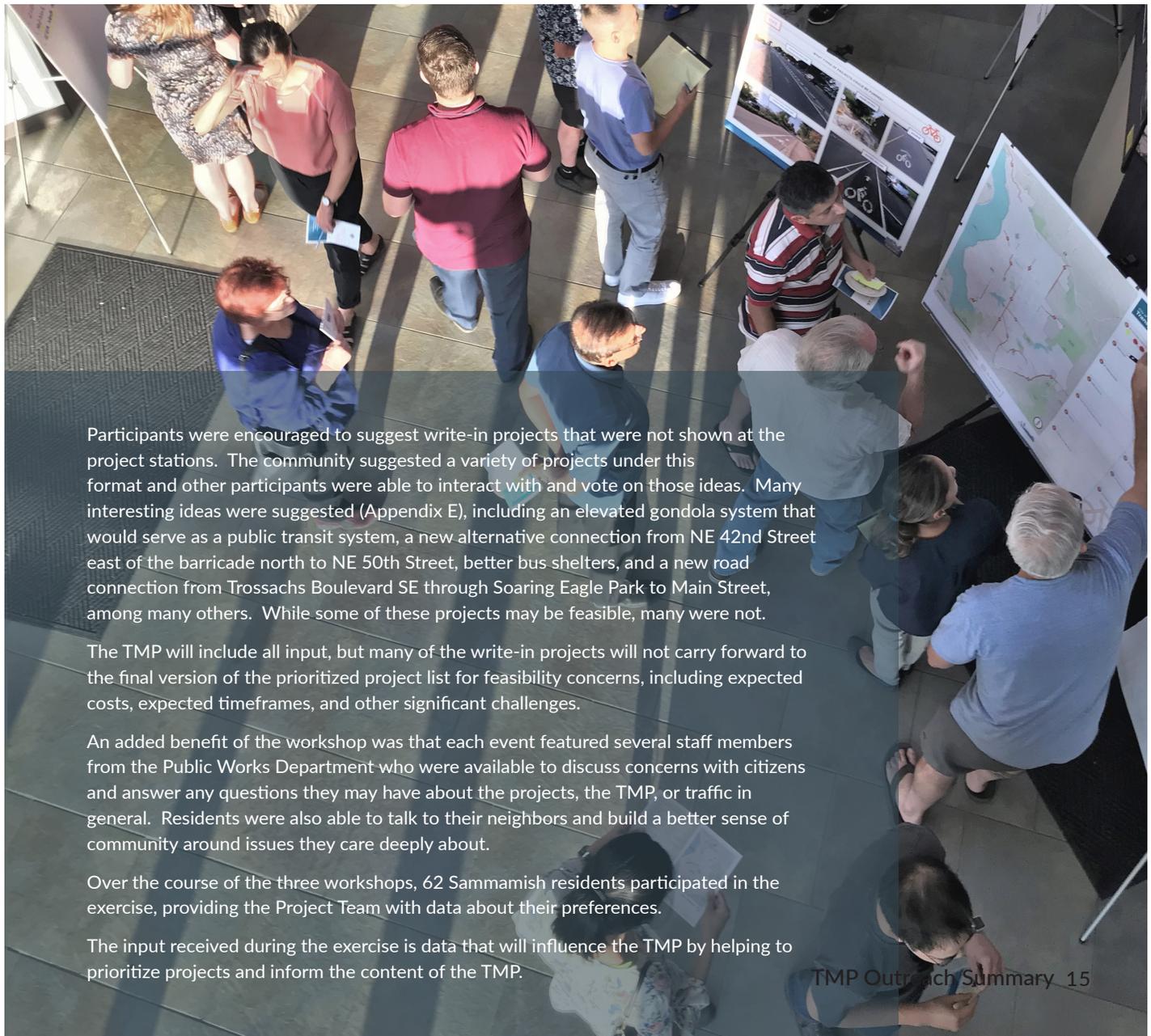
The map above represents the locations of the workshops and number of people in attendance.



Staff talking with members of the Public at a Workshop



5 stations set up for the 3 three workshops



Participants were encouraged to suggest write-in projects that were not shown at the project stations. The community suggested a variety of projects under this format and other participants were able to interact with and vote on those ideas. Many interesting ideas were suggested (Appendix E), including an elevated gondola system that would serve as a public transit system, a new alternative connection from NE 42nd Street east of the barricade north to NE 50th Street, better bus shelters, and a new road connection from Trossachs Boulevard SE through Soaring Eagle Park to Main Street, among many others. While some of these projects may be feasible, many were not.

The TMP will include all input, but many of the write-in projects will not carry forward to the final version of the prioritized project list for feasibility concerns, including expected costs, expected timeframes, and other significant challenges.

An added benefit of the workshop was that each event featured several staff members from the Public Works Department who were available to discuss concerns with citizens and answer any questions they may have about the projects, the TMP, or traffic in general. Residents were also able to talk to their neighbors and build a better sense of community around issues they care deeply about.

Over the course of the three workshops, 62 Sammamish residents participated in the exercise, providing the Project Team with data about their preferences.

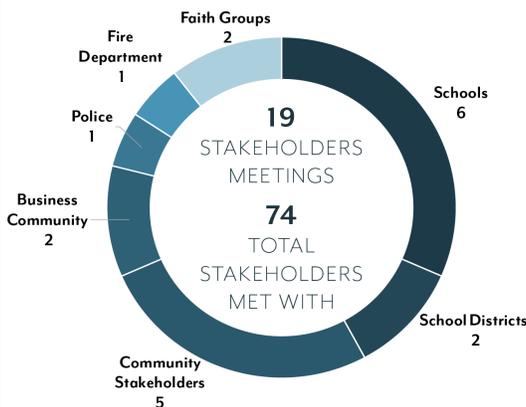
The input received during the exercise is data that will influence the TMP by helping to prioritize projects and inform the content of the TMP.

DECEMBER 2019



Stakeholder Meetings

Targeting community stakeholders and seeking their opinions directly is a proven tactic for community outreach. Stakeholders typically have experience with the issue and represent certain subsets of the community, e.g. students. The Project Team identified as many important stakeholders as possible and contacted them directly via email (Appendix G), offering to have one-hour in-person meetings. The purpose of these meetings was foremost to build better relationships with the stakeholders and then to listen to their perceptions of transportation and traffic issues in Sammamish. The discussions varied between each group, but they were all informative to the development of the



TMP. After reaching out to over 29 community stakeholders, the Project Team met with 19 different community stakeholder groups, including the Sammamish Police Department and Eastside Fire and Rescue.

Since congestion around schools is a particular issue for the City of Sammamish, extra effort was paid to meeting with school district representatives as well as certain schools with known traffic issues. These conversations largely focused on internal circulation issues for specific schools, but also covered pedestrian safety, travel demand management, connectivity for bus routes, and bottlenecks at intersections. While the Project Team is aware of these issues, hearing the specific concerns directly from stakeholders who represent a large portion of the community and who experience the problems was incredibly useful. To further our reach into these segments of our community, we included engagement opportunities through their various communication channels (e.g. newsletters) by providing pre-developed language and links to be copied directly into these channels.

The figure above represents the distribution of small group meetings the TMP Project Team had. The figure to the right represents major themes mentioned during the meetings. The larger size of the word indicates its higher frequency in conversation across groups relative to other words.



Meeting-in-a-Box

The Project Team implemented an innovative public engagement tool called, “Meeting-in-a-Box” (Appendix H), which is a tool to empower the community to lead and collect input on their own, without the direct help of City staff. The Project Team created a box with everything needed for a community stakeholder to run their own meeting with their colleagues, peers, neighbors, friends, and interest groups. The meeting-in-a-box included explicit instructions, pens, notepads, comment cards, and exercise materials (posters, brochures, and dots).

An interested citizen can coordinate with the City to run this type of meeting and a member of the Project Team will provide them support, as needed, to gather their group’s input and return it to the City.

The benefit of such an approach is that the absence of City staff can result in input that is more collaborative in nature. Additionally, upfront investment from the Project Team (i.e. building the meeting-in-a-box) results in time savings later due to the fact that the Project Team does not need to be present at these meetings to run them.

However, despite heavy advertisement of the meeting-in-a-box (at the tabling events, workshops, and via individual conversations), the Project Team only handed out four of the boxes and only two meetings were held.

Statistically Valid Survey

The City worked with National Research Center (NRC), a survey research firm specializing in implementation of surveys for local governments to implement a statistically valid survey (SVS). During September, the Project Team worked closely with the consultant to develop a scientific survey informed by the input on project priorities from the public workshops and Connect Sammamish. The purpose was to better understand and verify the input already gathered from the public through August, which constituted the majority of the public outreach efforts.

A simple random sample was used to identify the 3,000 households in Sammamish. Each of these households first received a mailed postcard letting them know that they would be receiving the SVS in the mail the following week. The first wave of the survey arrived in mailboxes on October 12, 2019 and the second (identical) wave of the survey arrived in mailboxes on October 21, 2019 as a reminder to complete the survey. As of the development of this summary, the SVS results have not yet been received. The final report from NRC is expected at the end of November. The target was to receive a response from 20% of households, and by mid-November, 687 residents had returned a completed survey, a response rate of approximately 23%.

The survey (Appendix J) used the public input received at the August public workshops and Connect Sammamish to create questions that were understandable and accessible to a wide range of the public who may or may not have background in transportation or the TMP. The survey attempts to verify input from the public through August against a broader cross-section of the Sammamish community; verification of the input serves to improve the Project Team's understanding of the community priorities. The greater reach into the community provided by the survey balances opinions of all residents, resulting in a stronger understanding of the wider community opinions.

In addition to the mailed survey, there was also an open participation survey, which was available online (at www.bit.ly/sammamish2019) for anyone to participate in. The Project Team marketed the open participation survey in a variety of formats, including Connect Sammamish, Facebook, and the Sammamish e-Newsletter. As of November 13th, there were 151 completed open participation surveys.

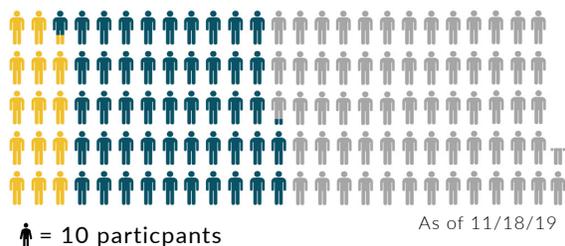
The open participation results are not statistically valid since the sample was not random, but the input is still useful and informative in terms of community priorities. The questions were exactly the same as the mailed survey, but the forum was Survey Gizmo. Ultimately, this tool allowed the community another venue to have their voices heard regarding transportation issues and opportunities in Sammamish.

DECEMBER 2019

CONNECT SAMMAMISH - ONLINE ENGAGEMENT TOOL

In an effort to modernize, broaden, and enhance the manner in which the City engages the public, the Project Team established Connect Sammamish (Appendix I), which is a powerful community engagement platform that employs tools ranging from open forums to surveys to interactive mapping tools. This mobile-friendly platform can be translated into other languages via Google Translate and generally serves to reduce barriers to public participation, which increases accessibility to the City and the many projects throughout the community. The TMP was the initial project on Connect Sammamish, but the City has since worked to make Connect Sammamish the one-stop-shop for project updates and engagement campaigns for a wide variety of City projects.

The Project Team developed a marketing campaign around Connect Sammamish and the August public workshops, featuring a door hanger that went out to all households in Sammamish and included a direct URL link and a QR code to get residents to visit the new platform. Resident response was significant and the online traffic generated in the early days helped to raise the profile of and interest in the TMP throughout the Sammamish community. The establishment of Connect Sammamish was timely and important to how the TMP Project Team implemented its outreach effort in 2019.



There are 2,490 Aware Participants on Connect Sammamish. Aware Participants are people who have visited a page without taking any further action. 1,265 of those are aware of the TMP.

Out of those 1,265 aware participants:

- 472 Participants on Connect Sammamish are informed on the TMP, meaning they have visited the "Key Dates" Page, viewed photos, or downloaded documents.
- 143 Participants on Connect Sammamish are engaged in the TMP, meaning they have participated in tools- things like surveys, polls, and mapping tools.

7/31/19
SITE LAUNCHED

270
REGISTERED
PARTICIPANTS

5
ACTIVE PROJECTS

9
DIFFERENT
ENGAGEMENT TOOLS



Transportation Planner
City of Sammamish

Email tmp@sammamish.us

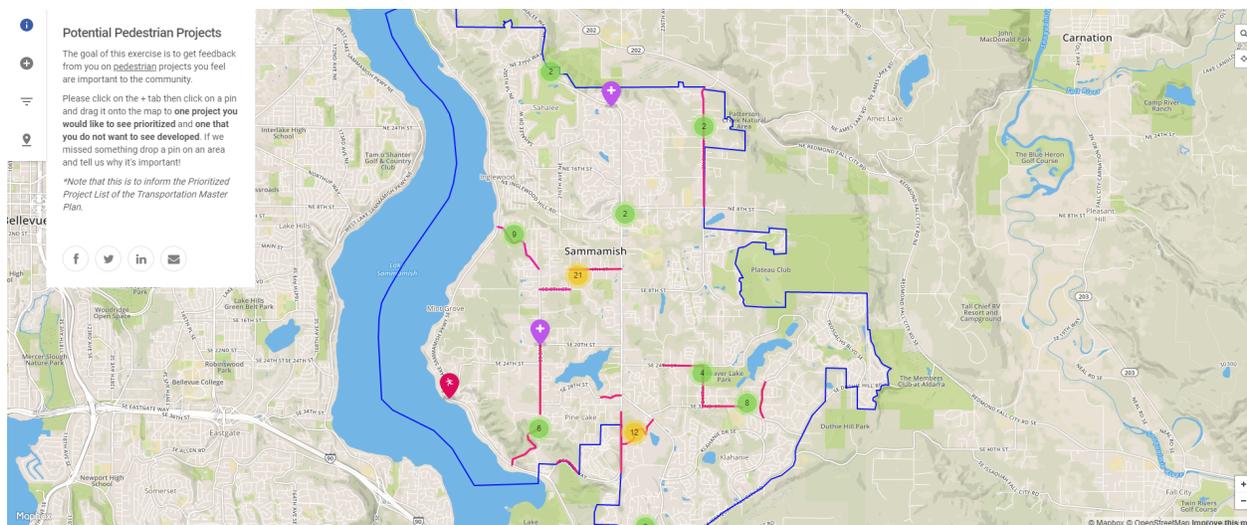
[more..](#)



Transportation Master Plan page on Connect Sammamish.

The TMP had its own project tile on the homepage which has been continuously updated throughout the course of the project. The community was able to ask us questions about the TMP, see answers to others' questions, get project updates, participate in quick polls, and give input using an interactive mapping exercise. The Project Team ensured that all events were publicized and later summarized on [Connect Sammamish](#) via a newsfeed. Furthermore, all outreach exercises and polls that were conducted in-person were also made available on [Connect Sammamish](#). This approach ensured that the Project Team could capture feedback and input from community members who were unable to attend an in-person event and most importantly, allow others to see all other opinions and information gathered from the community.

An important element of the community participation on the TMP via [Connect Sammamish](#) is a mapping tool (Appendix I). The online mapping exercise mirrored the exercise held at the public workshops and allowed the public to express which projects they thought were most important. Furthermore, [Connect Sammamish](#) allowed the Project Team to keep interested citizens abreast of any project announcements and report-outs, e.g. the release of the data spreadsheet that logged community input. [Connect Sammamish](#) also enhanced the transparency of the project, which helped to build stronger relationships with the community.



Connect Sammamish featured a mapping tool mirroring the in-person exercise. With the tool, one can drop pins for projects they supported, or don't support, or something the City missed.

DECEMBER 2019

RESULTS

159

Total Projects

The City Identified a subset of 56 transportation projects to be discussed by the community. The projects were divided by Auto, Pedestrian, Transit, Bicycle, and Connectivity. The workshops and online exercise provided space to "Write-In" a project that the participants would like to see considered.

103

"Write-In" Projects

The workshops and online exercise provided space to "Write-In" a project that the participants would like to see considered, but that was not listed in the workshop exercise.

177

Online Pins Dropped

Connect Sammamish provided an online opportunity to engage with a mapping exercise that mirrored the in-person workshop.



395

People

The TMP Project Team has interacted with approximately 395 people in-person from May of 2019 to November of 2019.

38

Comment Cards

At all In-Person Outreach events, the TMP Project Team collected comment cards from the Public. They were recorded, categorized, and followed-up with if necessary.

1,313

Total Votes

There were a total of 1,313 pins and dots placed in our in-person workshops and including our online exercise. These votes include both "Yes" and "No" votes.

WHAT WE LEARNED AND WHAT IT MEANS

WHAT WE HAVE LEARNED SO FAR

The Sammamish community interacted with the TMP in a multitude of ways and provided a variety of input on transportation issues throughout Sammamish, including potential future capital projects and priorities within the community. The input garnered throughout the outreach process is invaluable to the development and future implementation of the TMP.

All input gathered to-date has been precisely recorded into a comprehensive input tracking spreadsheet and then categorized for ease of use (Appendix E). Voting on the list of potential future transportation projects has also been recorded precisely, with photo back-up documentation, to ensure that the ranking of projects has been transparent and objectively developed.

The TMP is the proper venue for these discussions described above and many more. As the TMP progresses, this input will continue to inform the projects that are included in the prioritized project list. Many of the items noted above are longstanding, unresolved issues with historical context. The TMP can offer potential solutions to some of these issues and open discussions on others that are more complex. The better the Project Team understands community priorities, the more likely we will be able to develop transportation solutions to achieve the goals and priorities we have heard from the Council and the community to improve how we all get around town and to regional destinations.

The robust community outreach effort implemented for the TMP will lead to better and stronger relationships with the community, allowing the City to engage with the community about what tradeoffs they are willing to make between needs, available resources, feasibility, and timing.



Above is a word cloud of Comment Card themes which show terms of importance within the community relative to other comment cards.

WHAT WE HAVE LEARNED SO FAR

WHAT WE LEARNED AND WHAT IT MEANS

A sampling of the high level takeaways from the public outreach effort to-date include (not in priority order):

Connectivity is still a polarizing issue in Sammamish.

Lack of internal connectivity, such as the Belvedere Barricade, generate passionate debate in the community and drive participation in the workshops. The Project Team is committed to having these tough conversations with the community so that we may better understand the concerns on all sides of the issue.

Lack of reliable transit is a community concern shared by many.

Residents want better options for getting to regional destinations, particularly for commute purposes. A related concern is that there are not consistent and safe options for people to get to bus stops, as many bus stops are on the roadside and lack sidewalks, crosswalks, lighting, and/or shelters.

Schools and School Districts share similar concerns about the Sammamish transportation system.

Concerns include pedestrian safety, connectivity (for school bus routes), enrollment implications related to growth, construction impacts, and congestion at key intersections.

Congestion on arterials is a major concern, including specific areas such as Sahalee Way, Issaquah Pine Lake Road, and others.

While this point may seem obvious, the conversations were diverse and revolved around many topics, such as demand management, operations, capital projects, connectivity, residential growth, and transit.

Residents want more options to walk and bike throughout Sammamish.

A common theme heard in workshops and group meetings was that a more connected and safer sidewalk and bike system is needed to encourage other modes of travel beyond the car.

Concerns about the pace of growth and the perception of infrastructure not keeping pace with the growth are strong.

Residents are concerned that the recent rate of residential growth in Sammamish is resulting in more cars on the roads, but without much investment in expanding the road system.

WHAT'S NEXT

Project Prioritization

The Project Team will use community input to inform the first draft of the prioritized project list, which will be presented to City Council in February 2020. The prioritized project list is a main feature of the TMP and will require several meetings with City Council to refine for inclusion in the final draft of the TMP.

Develop a Draft TMP

The Project Team will focus on building a draft TMP for public consumption and review. The TMP will be a multi-functional plan that ultimately moves the City closer to achieving its multi-modal mobility goals outlined in the Comprehensive Plan. The community input obtained in this robust community outreach effort will have a direct influence on the draft TMP, including elements such as the prioritized project list. The TMP will also focus on funding, technology, plan implementation, and much more.

Open Houses

The TMP Project team will host two City-wide open houses next summer to invite the community to review and interact with the Draft TMP prior to adoption of the Plan. The open houses will be located in multiple areas of the City to increase turnout. An online open house will also be available on [Connect Sammamish](#).

City Council and Planning Commission

Throughout the remainder of the TMP development, the Project Team will schedule a number of meetings with the City Council and Planning Commission to obtain input and direction.

Legislative review

Community outreach will continue to directly inform the development of the draft TMP and ensure that it addresses the TMP goals and priorities. Following the development of the draft TMP, the Project Team will begin the legislative review process, leading to adoption of the Plan. This task will rely heavily on meetings with the Planning Commission and City Council. Once adopted, the TMP will be incorporated into the Comp Plan and replace Volume II of the Transportation Element. This process is expected to start in September 2020 and be adopted by December 2020.



OUTREACH SUMMARY

TRANSPORTATION MASTER PLAN

OCTOBER 2019



TRANSPORTATION MASTER PLAN OUTREACH SUMMARY APPENDIX

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Appendix A: 2017 Phase 1 Outreach

Appendix A
2017 Outreach Summary

Appendix A: 2017 Phase 1 Outreach

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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Appendix A: 2017 Phase 1 Outreach

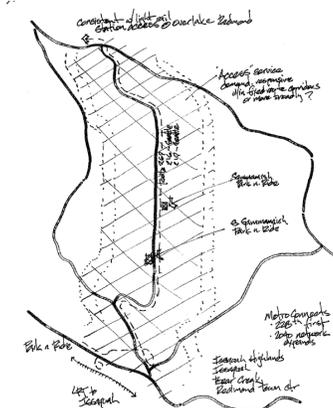
Orientation Interviews

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.



Appendix A: 2017 Phase 1 Outreach

“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.

Appendix A: 2017 Phase 1 Outreach

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.

Appendix A: 2017 Phase 1 Outreach

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.

Appendix A: 2017 Phase 1 Outreach

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.



Appendix A: 2017 Phase 1 Outreach

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.

Appendix A: 2017 Phase 1 Outreach

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.

Mini-Poll: "Transportation Priorities"

Sammamish is preparing a transportation master plan guiding investment in the city's transportation system for the next 20 years. The questionnaire explores several concepts, each important to transportation policy. Tell us what you think - and help plan for Sammamish's short and long-term transportation needs!

I reside in: (check one) Sammamish Unincorporated King Co. or other town Other/Don't Know

Concept	Mark the line that shows majority and preference	Concept
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 bikeway connections and efficient routing of school buses through neighborhoods.		The street network should direct traffic toward arterials , limiting the use of local streets for buses and school buses by retaining barricades and cut-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.

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Appendix A: 2017 Phase 1 Outreach

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
Community	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

Appendix A: 2017 Phase 1 Outreach

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

Appendix A: 2017 Phase 1 Outreach

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.

Appendix A: 2017 Phase 1 Outreach

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.

Appendix B: City Council Adopted Community Transportation Priorities

Appendix B

**City Council Adopted Community
Transportation Priorities**

Appendix B: City Council Adopted Community Transportation Priorities

Community Transportation Priorities
for Sammamish TMP



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



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

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



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

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



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



Appendix C
Public Workshop Marketing
Materials



Appendix C: Public Workshop Marketing Materials

Connect Sammamish allows you to stay informed and engage on matters that are important to you.



NOW LIVE

Register and participate today!

CONNECT SAMMAMISH



<https://connect.sammamish.us>

1. Handout

Appendix C: Public Workshop Marketing Materials

YOU'RE INVITED

to help the City of Sammamish create its first Transportation Master Plan

**IMPROVE HOW YOU GET AROUND TOWN!
JOIN US AT ONE OF THE WORKSHOPS BELOW**

Thursday | **AUG. 15** | 6:30-8:30 PM
CWU Sammamish 120 228th Avenue NE

Thursday | **AUG. 22** | 6:30-8:30 PM
Blackwell Elementary 3225 205th Place NE

Thursday | **AUG. 29** | 6:30-8:30 PM
Beaver Lake Lodge 25201 SE 24th Street

CAN'T ATTEND?

Visit <http://connect.sammamish.us> or flip this card over for a scannable QR code to use the City's new interactive tool, Connect Sammamish!

Questions about this project? Email: tmp@sammamish.us



801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

2. Doorhanger front and back

NOW LIVE

Check it Out!



<https://connect.sammamish.us>

Connect Sammamish allows you to stay informed and engage on matters that are important to you. Register and participate today!

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YOUR GUIDE

to helping the City of Sammamish create its first Transportation Master Plan

CAN'T ATTEND?

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Learn more about upcoming projects and help shape the city!



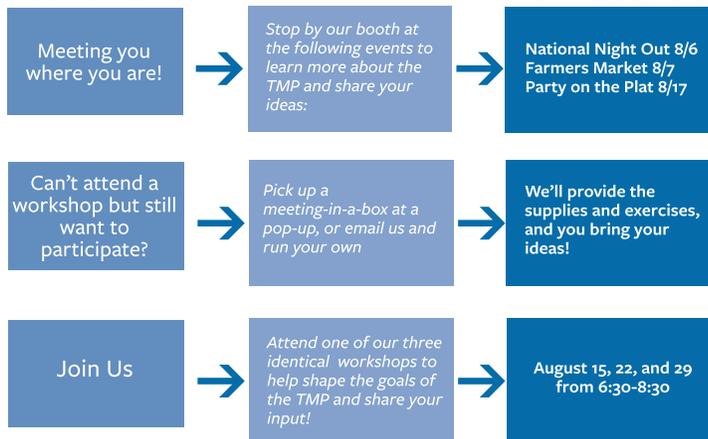
Answer polls, ask questions and engage!

Register to share! Engage from anywhere!

HOW CAN I GET INVOLVED IN THE TRANSPORTATION MASTER PLAN?

Questions about this project?
Email: tmp@sammamish.us

- Online Engagement
- Pop-Up Offices
- Meeting-in-a-box
- In-Person Meetings



801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

3. Poster hung at Pop-Ups and Workshops

Appendix C: Public Workshop Marketing Materials

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801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

YOUR GUIDE

to helping the City of Sammamish create its first Transportation Master Plan

<p>HOW CAN I GET INVOLVED IN THE TRANSPORTATION MASTER PLAN?</p>	<p>Online Engagement</p>	<p>Pop-up Offices</p>	<p>Meeting-in-a-box</p>	<p>In-Person Meetings</p>
<p>Visit http://connect.sammamish.us or scan the QR code to use the City's new interactive tool, Connect Sammamish!</p>	<p>Register to share! Engage from anywhere!</p> <p>Learn more about upcoming projects and help shape the city!</p> <p>Answer polls, ask questions and engage!</p>	<p>Meeting you where you are!</p> <p>Stop by our booth at the following events to learn more about the TMP and share your ideas:</p> <p>National Night Out 8/6 Farmers Market 8/7 Party on the Plat 8/17</p>	<p>Can't attend a workshop but still want to participate?</p> <p>Pick up a meeting-in-a-box at a pop-up, or email us and run your own</p> <p>We'll provide the supplies and exercises, and you bring your ideas!</p>	<p>Join Us</p> <p>Attend one of our three identical workshops to help shape the goals of the TMP and share your input!</p> <p>August 15, 22, and 29 from 6:30-8:30</p> <p>See reverse for more detail.</p>



801 228th Avenue SE | Sammamish, WA 98075 | (425) 295-0500

Questions about this project? Email: ttmp@sammamish.us

4. Two-sided handout

Appendix D: Quick Poll Questions

Appendix D
Quick Poll Questions

Appendix D: Quick Poll Questions

What do you think?

City of Sammamish
Transportation Master Plan



Transit tradeoffs

The City of Sammamish doesn't provide bus service, but we do influence the type and level of service that is provided through our planning for the future. Transit service models often blend the two options presented below.

Think about how you get around Sammamish today. Place your sticky dot next to the model of transit service that could better serve you and your neighborhood.



Coverage

Bus service covers more of Sammamish, serving many neighborhoods. In this model, transit service coverage is broad, but service would be less frequent (30-60 minutes) and transfers take longer.

Place dot here



Efficiency

Bus service is limited to main streets where land uses are denser. Service is frequent (every 15 minutes) and transfers are quicker. Under this model, some areas of the city would not be within easy walking distance of transit service.

Place dot here



Appendix D: Quick Poll Questions

What do you think?

City of Sammamish Transportation Master Plan



Efficient and Fiscally Sustainable

Sammamish residents want the City's road network to be efficient and fiscally sustainable.

How should the City prioritize its investments in the road network? Think about how you and your family get around Sammamish today. Place your sticky dot next to the option you think would best achieve the goal of having a road network that is efficient and sustainable.



Enhancing Connectivity

Enhance connectivity in Sammamish by adding new road connections and removing existing road barricades.

Place dot here



Reducing Congestion

Improve congestion choke points by synchronizing traffic signals, staggering work and school schedules, and encouraging transit use.

Place dot here



Increasing Safety

Enhance transportation safety by improving street crossings, calming traffic to slow speeds, and increasing traffic enforcement.

Place dot here



Appendix D: Quick Poll Questions

What do you think?

City of Sammamish
Transportation Master Plan



Safe and Welcoming

Sammamish residents want the City's transportation network to be safe and welcoming, with better street crossings, calmer traffic, and increased traffic enforcement, particularly around schools.

How should the City work with community partners to better alleviate traffic congestion issues around our schools? Think about how you and your family get around Sammamish today and place your sticky dot next to the option you think would best alleviate traffic congestion issues around schools.



Better Infrastructure

Upgrade infrastructure around schools such as improved signal timing, better sidewalks, or improving crosswalks.

Place dot here



Encouragement

Work with schools to encourage less impactful transportation choices, such as carpools, or a walking school bus.

Place dot here



Enforcement

Work closely with schools and police to increase traffic enforcement around schools.

Place dot here



Appendix D: Quick Poll Questions

What do you think?

City of Sammamish Transportation Master Plan



Walking and Cycling

Sammamish residents want it to be easier to get places on foot, or by bike, by connecting sidewalks and trails and improving bike connections.

How should the City improve and enhance the pedestrian and bike network? Think about how you and your family get around Sammamish today. Place your sticky dot next to the option you think would best improve and enhance the pedestrian and bike network.



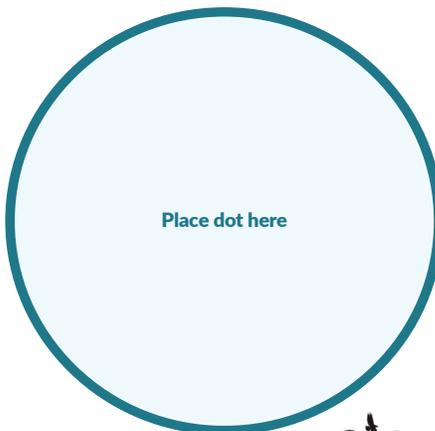
Coverage

Invest in building sidewalks and bike lanes covering more of Sammamish, serving many neighborhoods. Under this model, Sammamish would have better coverage of sidewalks and bike lanes, but these facilities would be of a basic quality.



Comfort

Invest in building enhanced and protected sidewalks and bike lanes in Sammamish. Under this model, some areas of the City would not have good coverage of sidewalks and bike lanes, but other priority areas would.



Appendix E: Community Input Tracker

Appendix E

Community Input Tracker

Appendix E: Community Input Tracker

Index #	Comment Date	Meeting Type	Method of Submission	Comment Category Primary	Comment Category Secondary	Verbatim Comments (errors not corrected)
1	6-Aug-19	Pop-Up	Comment Box	Infrastructure	Pedestrian	Please plan a new/additional secured pedestrian crossing on 228th between NE 12th and NE 25th, or install a sidewalk on the East side of the NE 12th crossing.
2	6-Aug-19	Pop-Up	Comment Box	Transit		Please add Community Ride Service to East Lake Sammamish/Thompson Hill Rd.
3	15-Aug-19	Workshop	Comment Box	Data Collection Critique		This is the 3rd or 4th transportation workshop we had attended since belonging to Samm. Why do you always have these in August w/ very little advanced notice?
4	15-Aug-19	Workshop	Comment Box	Connectivity	Barricade	Please do not open up unsafe streets to alleviate traffic off the Plateau when Sahalee Way is under construction.
5	15-Aug-19	Workshop	Comment Box	Coordination		Interlocal agreements with Redmond, Issaquah, State of Washington- to jointly invest in projects outside of Sammamish to benefit Sammamish (as called for numerous times in the 2003 comp plan)
6	15-Aug-19	Workshop	Comment Box	Connectivity	Barricade	Please do NOT open dangerous roads, e.g., 42nd St. barricade, during Sahalee Way construction Thanks!
7	15-Aug-19	Workshop	Comment Box	Data Collection Critique		Your survey was poorly written, misleading &.. Did not allow for accurate data analysis- my daughter writes & analyzes surveys for a living. She was appalled at how poorly it was written & worded.
8	15-Aug-19	Workshop	Comment Box	Connectivity	Barricade	Please do not open 42nd. Barricade with understanding its risks of transportation
9	15-Aug-19	Workshop	Comment Box	Data Collection Critique		Hidden ridge & Waterbrook are neighborhoods not listed on the survey.
10	15-Aug-19	Workshop	Comment Box	Connectivity	Barricade	I like Auto projects 1 and 2. But you must find a way to do it without opening the 42 St. gate. It being open for a day during an emergency is fine, but having it open for 2 years for a big construction project won't work!
11	15-Aug-19	Workshop	Comment Box	Safety	Sidewalks	Side walks (foot use protected from traffic car-first + bikes
12	15-Aug-19	Workshop	Comment Box	Safety		Create safe zones within or concurrent to the connective
13	17-Aug-19	Pop-Up	Comment Box	Congestion Relief	Data Collection Critique	The three choices are missing the most important. Change the land use designations to meet the available transportation. We can't build our way out of this mess.
14	17-Aug-19	Pop-Up	Comment Box	Transit		Extend Community Transit to Issaquah
15	17-Aug-19	Pop-Up	Comment Box	Coordination	Transit	Provide alternative measures of transportation during Microsoft construction. What is City of Sammamish providing to mitigate impacts of construction in coordination with City of Redmond.
16	17-Aug-19	Pop-Up	Comment Box	Infrastructure	Congestion Relief	Widen Sahalee way from 51th st to 31st St.
17	17-Aug-19	Pop-Up	Comment Box	N/A		I would love more places + buildings for people to live, shop, and have fun in Sammamish -Benny, Age 7 1/2
18	17-Aug-19	Pop-Up	Comment Box	N/A		I would love health care + children's hospital in Sammamish -Josi, age 7 1/2
19	17-Aug-19	Pop-Up	Comment Box	Connectivity	Trails	Would think a connector trail from Big Rock Park up to the Commons makes sense.
20	17-Aug-19	Pop-Up	Comment Box	Connectivity	Trails	Since the acquisition of Mrs. Beston's property- Across from Big Rock Park a trail up to Commons would be fantastic- that would connect - Ebright creek Big Rock and the Commons-Thank you
21	17-Aug-19	Pop-Up	Comment Box	School	Safety	School Zone // Safety issue. Creekside Elementary "Limbo" @ 212th & 20th : ISD students that live less than 1 mile are walk/drop off. This intersection is too far from school to have a crossing guard. But 35 MPH and 4way stop is scary as elementary student. ALL parents in my neighborhood (215th PL SE) add to congestion by driving to school drop off. 2) Suggestion: "school zone 20/25 MPH speed like near other schools (I think there's one near discovery or sunny hills) Thanks!
22	17-Aug-19	Pop-Up	Comment Box	N/A		I want Disney Land in Sammamish -Gabi, age 7 1/2
23	22-Aug-19	Workshop	Comment Box	Data Collection Critique		Good work!
24	22-Aug-19	Workshop	Comment Box	Connectivity	Coordination	Work with King County please connect the end of 42nd St to Happy Valley Road with a new road and upgrade Happy Valley to 196th then move 42nd St Barricade to top of hill (NE 42nd Way).
25	22-Aug-19	Workshop	Comment Box	Schools	Congestion Relief	Goal 25% of elementary school children walk/bike to school. 50% of middle school. 80% of high school. Calculated on a yearly basis so higher in spring/Autumn
26	22-Aug-19	Workshop	Comment Box	Traffic Counts	Schools	I'd like to know the absolute number of cars by hour that are kids being driven to school/activities including kids (high school) driving themselves. And what percentage of cars that is.
27	22-Aug-19	Workshop	Comment Box	Connectivity	Barricade	Immediate removal of the barricade at NE42nd Street.
28	22-Aug-19	Workshop	Comment Box	Congestion Relief	Infrastructure	The Sahalee Way improvement project---The City has a preferred 3 lane plan that adds sidewalks and turn lanes and planter medians but no new traffic lanes for 50 million dollars. The preferred plan only goes from Heritage Hills to NE 37th Way. A TOTAL WASTE OF MONEY. Tell the planners the 5 lane plan starting at NE 37th Way going North down the hill to SR 202 is what we need and what we want.
29	22-Aug-19	Workshop	Comment Box	Transit	Coordination	Bus pull outs should be added immediately on Sahalee Way and they should be paid for by Sound Transit with money they take in taxes from Sammamish residents.
30	22-Aug-19	Workshop	Comment Box	Infrastructure	Connectivity	The 5 lane improvements and barricade removal are needed because of the hundreds of new homes and businesses added at town center. They changed the concurrency requirements to allow new developments without making them contribute to the road improvements needed on Sahalee Way.
31	22-Aug-19	Workshop	Comment Box	Connectivity		NE 42nd Street is a public Street, it must be open for use by public. The "street is unsafe" argument is phony, school buses, Fed Ex, UPS, US post office, residents and other use the street daily without incident. But if there were any "unsafe" elements in the road the city should make repairs immediately. It should be the highest priority in planning and execution because if the city is knowingly operating "unsafe" public facilities that is negligence. This opens the door to unlimited liability in the event of accident or injury.
32	29-Aug-19	Workshop	Comment Box	Infrastructure	Pedestrian	I get sink holes in my yard that need a load of gravel every 4-5 years. I am interested in making the open ditch into something less likely to drain towards my yard. So paving Louis Thompson would be a benefit to me as well as adding a safer path to the Sammamish Trail thanks
33	21-Sep-19	Meeting-In-A-Box	Comment Card	Infrastructure		Sahalee Way needs to be re-constructed to help with the traffic build up during rush hour. In fact all our major arterials need redeveloping. Before any connectivity projects are worked on.
34	22-Sep-19	Meeting-In-A-Box	Comment Card	Connectivity	Barricade	All barriers should be removed within neighborhood. Barriers in -Timberline -Trossachs -High Croft This barrier practice should not be used at all going forward. Mobility is too important here.
35	23-Sep-19	Meeting-In-A-Box	Comment Card	Congestion Relief		SE 24th St. section by Discovery El. Parents park on either side of this 2 lane road section during drop off + pick up. At the same time traffic build up to turn right onto 228th . The sidewalk shoulder should be reconstructed to allow the right turn lane to be extended further down SE 24th St.
36	28-Oct-19	Small Group Meeting	Comment Card	Connectivity	Barricade	Remove barricade! 242nd Dr. SE blends to SE 14th
37	28-Oct-19	Small Group Meeting	Comment Card	Safety	Crosswalks	Add crosswalk from Samm. Highlands Ctr. To Saffron Ctr.
38	28-Oct-19	Small Group Meeting	Comment Card	Connectivity	Barricade	Connectivity Projects. NE 42nd St. Barricade. This needs to connect through. Remove the barricade.

1. Community Comment Cards collected, categorized, and recorded verbatim.

Appendix E: Community Input Tracker

Legend Green Color denotes a Write-In Project by Attendee
Important Notes
 1) Attendees were given ten dots to show support for a project and one dot to show opposition to a project
 2) Attendees were free to vote more than once for the same project
 3) Write-In Projects were recorded as precisely as possible; attendees were free to write-in any project they wanted to
 4) Connect Sammamish tallies were recorded on 9/6
 5) Connect Sammamish tallies were updated on 9/19, 10/28, and then again on 11/8

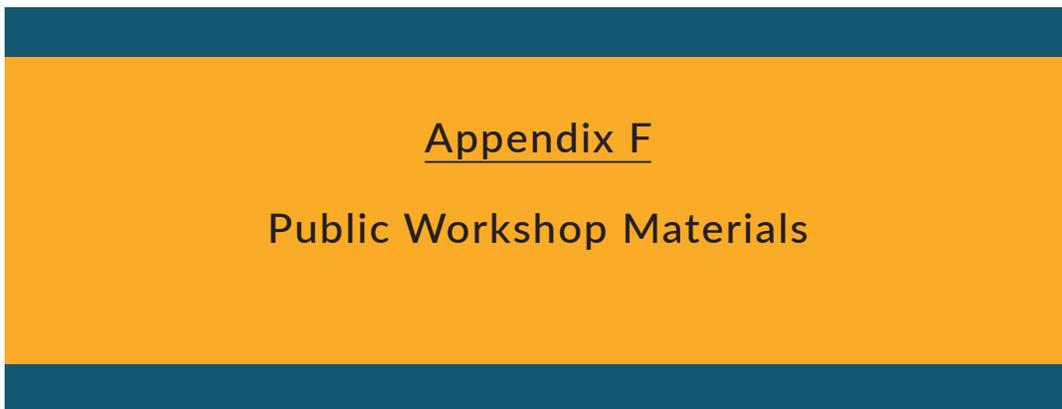
Exercise Type	Project Type	Workshop Project ID	City Project ID	Project Title	Project Description	Write-in? (Y/N) and Meeting Date	8/15 Yes Tally	8/15 No Tally	8/22 Yes Tally	8/22 No Tally	8/29 Yes Tally	8/29 No Tally	Connect Sammamish Yes Tally*	Connect Sammamish No Tally*	Small Group Meetings Yes	Small Group Meetings No	Youth Board Yes Tally	Youth Board No Tally	Total # Votes	TOTAL NET	Yes Votes	No Votes
Dot Voting on Projects	Auto	1*	TR-19	228th Ave NE/Sahalee Way NE	Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	N	11		3		13		3		5		17		52	52	52	0
Dot Voting on Projects	Auto	8	TR-28	228th Ave SE	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way.	N	7		3		9		4		5		15		43	43	43	0
Dot Voting on Projects	Auto	2	TR-05	Sahalee Way NE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way to North City Limits, with possibility for climbing lane. Also includes installation of signal at Sahalee Way and NE 28th Pl.	N	8	2	3	2	3		12		2		18	2	52	40	46	6
Dot Voting on Projects	Auto	3	TR-42	218th Avenue SE/216th Avenue SE	Install turn lanes, traffic calming, curb, gutter and sidewalk and bike lanes from SE 4th St to Inglewood Hill Rd NE.	N	7	1	2		1		2	1	3		13		30	26	28	2
Dot Voting on Projects	Auto	5	TR-34	228th Ave SE & SE 8th St Intersection	Improve intersection level of service by widening/adding lanes or installing 2 lane roundabout with pedestrian improvements	N	1	2				1	2		4		26	5	41	25	33	8
Dot Voting on Projects	Auto			Connect 42nd to 196th provides new connection to SR 202*		Y			22										22	22	22	0
Dot Voting on Projects	Auto	11	TR-02	Issaquah-Pine Lake Rd SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	N	2		5				8				4		19	19	19	0
Dot Voting on Projects	Auto	13*	TR-27	Issaquah-Pine Lake Rd SE	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from E Issaquah-Fall City Rd to SE 48th St.	N	8	1	3		4		3		2		1	2	24	18	21	3
Dot Voting on Projects	Auto	4	TR-18	SE 8th Street/218th Avenue SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	N	8		3				2	1	1		4		19	17	18	1
Dot Voting on Projects	Auto	12	TR-03	Issaquah-Pine Lake Rd SE	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from SE 48th St to Klahanie Blvd.	N	5		4		2		3				2		16	16	16	0
Dot Voting on Projects	Auto	14	TR-45	SE 32nd St and 244th Ave SE Intersection	Install all-way stop control	N	2		4		2		1		3		4		16	16	16	0
Dot Voting on Projects	Auto	16	TR-08	Issaquah-Fall City Rd SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE.	N	3		1	1	1		1	1	3		10		17	13	15	2
Dot Voting on Projects	Auto	15	TR-39	Beaver Lake Dr SE and Issaquah-Beaver Lake Rd Intersection	Construct roundabout	N			1	1	2		1	1	2		5		13	9	11	2
Dot Voting on Projects	Auto	9	TR-54	228th Ave SE and SE 40th Intersection	Create center turn lane on 228th, reduce the median on SE 40th	N	2						2		1		2		7	7	7	0
Dot Voting on Projects	Auto	17	TR-24	SE Duthie Hill Rd	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from SE Issaquah-Beaver Lake Rd to "Notch".	N	1		2		1						2	1	7	5	6	1
Dot Voting on Projects	Auto	10	TR-56	Issaquah-Pine Lake Rd/230th Ln SE and 231st Ln SE Intersection	Rechannelize/reshape 230th Ln & 231st Ln, extend westbound left turn pocket on Issaquah Pine Lake Rd	N	1							1			5		7	5	6	1
Dot Voting on Projects	Auto			Extend 196th Ave from E LK Sam Pkwy to Hidden Ridge*		Y			4										4	4	4	0
Dot Voting on Projects	Auto			Work with State & County on 202 roundabout @ Sahalee @ Duthie Hill Rd*		Y					4								4	4	4	0
Dot Voting on Projects	Auto	See Note		"Add bus pullouts"		Y	3												3	3	3	0
Dot Voting on Projects	Auto	See Note		"Project #2, extend climbing lane from city limit to SR 202."		Y			3										3	3	3	0
Dot Voting on Projects	Auto			"Add middle lane @ 187th Ave NE -Redmond border on E LK Sam. Pkwy. Falls concurrency but we don't monitor it"		Y			3										3	3	3	0
Dot Voting on Projects	Auto			"Create direct connection from SR 520 to EISP thru Redmond industrial area behind Whole Foods."		Y			3										3	3	3	0
Dot Voting on Projects	Auto			"Develop/consider use of 1-way streets/ 3rd lanes to increase through out of limited arterial grid"		Y					3								3	3	3	0
Dot Voting on Projects	Auto	7	TR-23	East Lake Sammamish Pkwy SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Way SE to South City Limits.	N							1	1	1		2		5	3	4	1
Dot Voting on Projects	Auto	18*	TR-26	SE Duthie Hill Rd	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and a shoulder on the east side from east side of "Notch" to Trossachs Blvd SE. Will require coordination with other municipalities.	N	1		2							1	2	2	8	2	5	3
Dot Voting on Projects	Auto	See Note		"Change project #6 to compact roundabout"		Y			4	2									6	2	4	2
Dot Voting on Projects	Auto	See Note		"Add Climbing lane"		Y	2												2	2	2	0
Dot Voting on Projects	Auto	See Note		"or add a turn lane/s elongated for safety and less \$ (not high traffic counts)"		Y			2										2	2	2	0
Dot Voting on Projects	Auto			"Sahalee Way 4/5 Lanes North of NE 37th Way"		Y			2										2	2	2	0
Dot Voting on Projects	Auto			"Add a parallel arterial rout to 238th N TOS."		Y					2								2	2	2	0
Dot Voting on Projects	Auto			"246th SE beyond SE 8th - make 228th Ave alternative"		Y	2												2	2	2	0
Dot Voting on Projects	Auto	6	TR-04	East Lake Sammamish Pkwy SE and SE 24th St Intersection	Construct traffic signal, turn lanes, curb, gutter and sidewalk.	N	1			3					1		2		7	7	4	3
Dot Voting on Projects	Auto			"Revise NE 37th/Sahalee to include NB bypass for thru traffic"		Y	1												1	1	1	0
Dot Voting on Projects	Auto			"Sahalee Way- add reversible lane N/O 37th to 202 (changes to accommodate peak direction) - ONLY if proj. #1 built"		Y	1												1	1	1	0
Dot Voting on Projects	Auto			"Coordinate timing for lights on 228 between NE 8 & SE 8th"		Y					1								1	1	1	0
Dot Voting on Projects	Auto			"Add a grid street system"		Y					1								1	1	1	0
Connect Sammamish	Auto			Signalize intersection of Sahalee Way NE and NE 28th Pl	Add a light here for residents of Heritage Hills and The Crest. Getting out of these neighborhoods during peak traffic times can be challenging and dangerous.	Y							1						1	1	1	0
Connect Sammamish	Auto			Traffic signal improvements at 228th Ave NE and NE 8th/Inglewood Hill Road Intersection	This intersection is critical - people are turning in every direction, crossing a lane or turning from one shopping center to another, pedestrians are jaywalking. I've almost been hit	Y							1						1	1	1	0
Dot Voting on Projects	Auto			"Would like to see a better solution for the corner of Sahalee Way + NE 36th St. The berm on the corner of the Park blocks a driver's view from oncoming traffic."		Y									1				1	1	1	0
Dot Voting on Projects	Auto	See Note		"Will need a signal @ Providence Pt Dr"	"need to contact Issaquah S.D to find out plan for Hi School #4 construction. Think about 43rd & 228th as one unit"	Y													0	0	0	0
Dot Voting on Projects	Auto			"Better signal light timing on 228th to tie to speed limit"		Y													0	0	0	0
Dot Voting on Projects	Bike	3	B10	NE Inglewood Hill Rd	Add a Striped Bike Lane eastbound from 205th Ave NE to 212th Ave NE.	N	2						2		1	1	25	1	34	30	32	2
Dot Voting on Projects	Bike	9	B26	228th Ave SE	Add a Striped or Buffered Bike Lane from SE 24th St to Providence Heights Loop.	N	1		1		3		1	1	1		9		17	15	16	1
Dot Voting on Projects	Bike	4	TR-46	228th Avenue SE	Improve the roadway segment by adding a Striped Bike Lane from NE 12th St to NE 8th St	N	2		1			1	1	1			12		18	14	16	2
Dot Voting on Projects	Bike	13	B35	SE Issaquah Fall City Rd	Add a Striped or Buffered Bike Lane from Klahanie Dr SE to SE Issaquah-Beaver Lake Rd.	N	3					1	1	1	1		11		18	14	16	2
Dot Voting on Projects	Bike	11*	B29	Issaquah-Pine Lake Rd SE	Add a Striped or Buffered Bike Lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd.	N	5		2					1	2		5		15	13	14	1
Dot Voting on Projects	Bike	8	B20	228th Ave SE	Add a Striped or Buffered Bike Lane from SE 8th St to SE 24th St.	N					2		2				9		14	10	12	2
Dot Voting on Projects	Bike	7	B24	212th Ave SE/212th Way SE	Add a Striped Bike Lane from SE 24th St to E Lake Sammamish Pkwy.	N	2		2				1	1			5		11	9	10	1
Dot Voting on Projects	Bike	2*	B08	244th Ave NE	Add a Protected Bike Lane from SR 202 to NE 8th St.	N	1		1						1	2	4		9	5	7	2
Dot Voting on Projects	Bike	10	B27	SE 24th St	Add a Protected Bike Lane from 228th Ave SE to 244th Ave SE.	N					2		2				3		5	5	5	0
Dot Voting on Projects	Bike	14*	B36	SE Issaquah Fall City Rd (Excluding the "Notch")	Add a Striped or Buffered Bike Lane from SE Issaquah-Beaver Lake Rd to City limits. Will require coordination with other municipalities to complete.	N					2		1	1			4		7	3	5	2
Dot Voting on Projects	Bike			"SE 24th - Extend bike lane project 244th to 248th"		Y			3										3	3	3	0
Dot Voting on Projects	Bike	12	B32	SE Klahanie Blvd	Add a Striped or Buffered Bike Lane from Issaquah-Pine Lake Rd SE to 256th Ave SE.	N							1	1	1		2		5	3	4	1
Dot Voting on Projects	Bike	See Note		"228th Inglewood South"	Project 9 should be connected. "Pedestrians do not know it's shared. Its not convenient-For MET MKT, City Hall, Police, Farmers Market, Y. Utility truck park on it: -services for development, -sanners, -Berm Work"	Y	2												2	2	2	0
Dot Voting on Projects	Bike			"Only protected bike lanes city-wide"		Y			2										2	2	2	0
Dot Voting on Projects	Bike			"Full bike lanes on 228th from NE 8th to southern city limits"		Y			2										2	2	2	0
Dot Voting on Projects	Bike			"Need bike lane, uphill direction on Thompson Rd."		Y					2								2	2	2	0
Dot Voting on Projects	Bike	1*	B02	NE 37th St/NE 42nd St/NE 55th St	Add a Striped Bike Lane from City Limits to NE 37th Way. Will require coordination with other municipalities to complete.	N	1	6	2				3	2			4		18	2	10	8
Dot Voting on Projects	Bike	5	B11	218th St/217th St/218th St Corridor	Add a Striped Bike Lane from NE Inglewood Hill Rd to SE 8th St.	N			1		1			1			2	2	7	1	4	3
Dot Voting on Projects	Bike			"Bike parking at schools, commercial areas, and city hall"		Y													1	1	1	0
Dot Voting on Projects	Bike			"Bikes/scooters/bike shared companies to work in Sammamish"		Y													1	1	1	0
Dot Voting on Projects	Bike			"Louis Thompson Rd/NE/SE include bike lanes (from pkwy to 212th Ave NE)"		Y			1										1	1	1	0
Dot Voting on Projects	Bike			"Get electric bike/scooters to students and restrict a lane on 228th during school peak hours (start/dismissal times) for bikes/scooters use only"		Y			1										1	1	1	0

2. Workshop, Meeting-In-A-Box, Youth Board, Connect Sammamish, and stakeholder meeting project tally record.

Appendix E: Community Input Tracker

Connect Sammamish	Bike			Add protected bike lanes to Sahalee Way NE	Improve bike lanes along Sahalee Way. Bike lane separators would be helpful, especially around curves in the road where driver visibility is limited.	Y													1	1	1	0							
Connect Sammamish	Bike			Add bike lane to NE 37th/42nd/55th Way	Need better bike connection to future light rail station in northeast Marymoor Park.	Y													1	1	1	0							
Dot Voting on Projects	Bike			"Augmented Power Bikes and scooters"	Consider their needs	Y													0	0	0	0							
Dot Voting on Projects	Bike			"N/S alternative to 228th for bikes thru Town Center"		Y													0	0	0	0							
Dot Voting on Projects	Bike			"Signage on 228th shared use trail"	"Trail for peds to stay to right to give way for bikes"	Y													0	0	0	0							
Dot Voting on Projects	Bike	6	B15	E Main Dr	Add a Striped Bike Lane from 244th Ave NE to 259th Ave NE.	N													1	9	10	-8	1	9					
Dot Voting on Projects	New Connection	3	PMT03	NE 22nd St	Add a new roadway connection between 244th Ave NE and 236th Ave NE.	N	4												6	33	5	61	61	0					
Dot Voting on Projects	New Connection			"Open 42nd barricade"	Open NE 42nd Street Barricade	Y													57	2	2	1	62	58	60	2			
Dot Voting on Projects	New Connection	2	Ba06	236th Ave NE	Add a new roadway connection between NE 14th St and NE 15th Pl.	N													3		2	11	9	10	1				
Dot Voting on Projects	New Connection	10	TR-30	266th Way SE	Add a new roadway connection between 266th Way SE and E Beaver Lake Drive SE	N													2	1	3	11	7	9	2				
Dot Voting on Projects	New Connection	1	Ba30	NE 14th St	Add a new roadway connection between NE 14th St and NE 14th Pl.	N													3		8	12	6	9	3				
Dot Voting on Projects	New Connection	4	Ba08	SE 20th St	Add a new roadway connection between SE 20th St and East of 203rd Ave SE.	N													1	1	1	3	3	3	0				
Dot Voting on Projects	New Connection	6	Ba10	231st Ave SE	Add a new roadway connection between 231st Ave SE and SE 18th Pl.	N													2		1	3	3	3	0				
Dot Voting on Projects	New Connection	5	Ba09	SE 16th St	Add a new roadway connection between SE 16th St and 208th Pl SE.	N													1		2	3	3	3	0				
Dot Voting on Projects	New Connection	8	Ba26	SE 35th Pl	Add a new roadway connection between SE 35th Pl and 233rd Pl SE.	N													2		1	4	2	3	1				
Dot Voting on Projects	New Connection			"NE 20th road/ped connection (Help Schools, fire mart)"		Y													2			2	2	2	0				
Dot Voting on Projects	New Connection			"Connect 241st Pl SE & 242nd Ave SE"		Y													1			1	1	1	0				
Dot Voting on Projects	New Connection			"Do not open the 42nd barricade without extensive safety mitigation through Timberline & Hidden Ridge"		Y													1			1	1	1	0				
Dot Voting on Projects	New Connection			"Soaring Eagle boulevard: Trossachs to Main St."		Y													1			1	1	1	0				
Dot Voting on Projects	New Connection			"Connect 29th to Beaver Lake on existing row for bikes + peds"		Y													1			1	1	1	0				
Connect Sammamish	New Connection			Remove barrier between Timberline and the neighborhood to the north.		Y													1			1	1	1	0				
Connect Sammamish	New Connection			Traffic signal (not a roundabout) at SE Issaquah-Beaver Lake Road and 256th/East Beaver Lake Drive SE	This is a dangerous intersection, especially during school hours and work commute hours. I have heard that there may be a roundabout going in. It would be better served by a light. Some think it is a 4 way stop and hold up traffic and some just don't know how to the rules of traffic to know who has right of way	Y													1			1	1	1	0				
Connect Sammamish	New Connection			Add a new connection on 211th Ave NE at NE 15th Street	Please open 211th to through traffic	Y													1	1		2	0	1	1				
Dot Voting on Projects	New Connection	7	Ba11	SE 18th Pl	Add a new roadway connection between SE 18th Pl and SE 16th Pl.	N													1	1	1	3	9	16	-4	6	10		
Dot Voting on Projects	New Connection	9	TR-29	E Beaver Lake Dr	Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way.	N	6												2		5	1	3	21	1	39	-5	17	22
Dot Voting on Projects	Pedestrian	3	P39	SE 8th St	Fill sidewalk gap from 212th Ave SE to 218th Ave SE.	N	4												6			37	3	54	48	51	3		
Dot Voting on Projects	Pedestrian	2	P10	Louis Thompson Rd NE	Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE).	N													9			9		28	28	28	0		
Dot Voting on Projects	Pedestrian	10	P30	SE 24th St	Fill sidewalk gap on one side of the street from 236th Ave SE to 244th Ave SE.	N	1													1			8		11	11	11	0	
Dot Voting on Projects	Pedestrian	12	P32	SE 32nd St	Fill sidewalk gap on both sides of the street from 244th Ave SE to 251st Ave SE.	N														1			4		11	11	11	0	
Dot Voting on Projects	Pedestrian	13	P49	E Beaver Lake Dr SE	Fill sidewalk gap on both sides of the street from SE 32nd St to E Beaver Lake Way SE.	N														1			3		10	10	10	0	
Dot Voting on Projects	Pedestrian			"228th Sidewalk b/w Providence Pt Dr. 4 South Samm Park + Ride"	228th Ave SE sidewalk between Providence Point Drive to connect to the South Sammamish Park-and-Ride	Y	8															8	8	8	8	0			
Dot Voting on Projects	Pedestrian			"Pedestrian crossing(s) on 228th (NE 18th-28th Pl) b/w intersections to serve transit stops"		Y																8	8	8	8	0			
Dot Voting on Projects	Pedestrian	9	NM15	SE 40th Street/234th Ave SE	Fill sidewalk gap on one side of the street from 228th Avenue SE to Issaquah-Pine Lake Road SE.	N	3													2			2		8	8	8	0	
Dot Voting on Projects	Pedestrian	6	P12	212th Ave SE	Fill sidewalk gap on both sides of the street from SE 20th St to SE 34th St.	N	1													1			7		9	7	8	1	
Dot Voting on Projects	Pedestrian	1	P18	244th Ave NE	Fill sidewalk gap on one side of the street from Northern City limit to NE 8th St.	N														1			5		7	7	7	0	
Dot Voting on Projects	Pedestrian	11	P44	244th Ave SE	Fill sidewalk gap on one side of the street from SE 24th St to SE 32nd St.	N	1													2			4		10	6	8	2	
Dot Voting on Projects	Pedestrian			"Boardwalk on 228th"	"North of Providence Pt. developing installing boardwalk with no continuation"	Y																6		6	6	6	0		
Dot Voting on Projects	Pedestrian	5	P14	212th Way SE	Fill sidewalk gap on both sides of the street from 212th Ave SE to East Lake Sammamish Pkwy SE.	N																5		6	6	6	0		
Dot Voting on Projects	Pedestrian	8	NM51	SE 30th Street	Fill sidewalk gap on one side of the street from 228th Avenue SE to 224th Avenue SE.	N	1													1			2		6	6	6	0	
Dot Voting on Projects	Pedestrian			"Mid-block crossings at shopping Districts"	"e.g. skybridge?, saffron, Samm Highlands"	Y	5																5	5	5	5	0		
Dot Voting on Projects	Pedestrian			"Trail from lower commons to Big Rock A"		Y																	5	5	5	5	0		
Dot Voting on Projects	Pedestrian			"Crosswalks on 228th Ave NE for transit stops"		Y																	4	4	4	4	0		
Dot Voting on Projects	Pedestrian			"Work on Emerald Necklace with K.C. etc."		Y																	4	4	4	4	0		
Dot Voting on Projects	Pedestrian	4	NM55	SE 24th Way	Fill sidewalk gap on one side of the street from East Lake Sammamish Parkway to 194th Avenue SE.	N	1															3		4	4	4	4	0	
Dot Voting on Projects	Pedestrian	See Note		"Inglewood Hill Rd Sidewalk b/w 216th Ave NE + "212th Ave"	Finish sidewalk and bike lane improvements along NE Inglewood Hill Rd between 212th Ave NE and 216th Ave NE	Y	3																4	4	4	4	0		
Dot Voting on Projects	Pedestrian			"Trail from Big Rock B to YMCA/Com. Center"		Y																	3	3	3	3	0		
Dot Voting on Projects	Pedestrian	7	P17	SE 43rd Way	Fill sidewalk gap on both sides of the street from 1000 ft North of East Lake Sammamish Pkwy to City limit.	N																	2		3	3	3	0	
Dot Voting on Projects	Pedestrian			"Issaquah Pine Lk Rd Sidewalk b/w Klahanie + Issaquah-Fall City Rd"	We need sidewalks here. Many families are riding bikes or walking to Issaquah Highlands from the neighborhoods off of SE 48th. It is very dangerous on this busy street and would be great to have a sidewalk connection to what is already there at the apartments.	Y	2																1		3	3	3	0	
Dot Voting on Projects	Pedestrian			"Sidewalk on N side of SE 24th St b/w 244th Ave SE + 248th Ave SE (blind hill)"		Y																	2		2	2	2	0	
Dot Voting on Projects	Pedestrian			"Around Beaver Lake"		Y																	2		2	2	2	0	
Connect Sammamish	Pedestrian			218th needs a sidewalk! A very steep hill and pedestrians have almost gotten hit walking to and from Big Rock park.	218th needs a sidewalk! A very steep hill and pedestrians have almost gotten hit walking to and from Big Rock park. "Sidewalks are needed along 218th Ave SE/NE"	Y																	2		2	2	2	0	
Dot Voting on Projects	Pedestrian			"228th sidewalk b/w NE 8th + NE 25th"		Y	1																1		1	1	1	0	
Dot Voting on Projects	Pedestrian			"Sidewalk along 196th Ave NE"		Y																	1		1	1	1	0	
Dot Voting on Projects	Pedestrian			"Crosswalk on SE 24th St. b/w 234th Pl SE"		Y																	1		1	1	1	0	
Dot Voting on Projects	Pedestrian			"Sidewalk on E side of 228th b/w NE 11th St and NE 14th St"		Y																	1		1	1	1	0	
Dot Voting on Projects	Pedestrian			"Sidewalk on SE 24th from 244th east, on N side of BLP"		Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			Add a sidewalk along Sahalee Way between NE 37th Way and Evans Creek Preserve. People should be able to walk to this park safely.		Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			Add a sidewalk along the western part of Sahalee Way. People often walk or jog on the side of the road here. A sidewalk would greatly improve safety.		Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian		TR-43	Install single lane roundabout at this intersection.	This intersection gets busy. It also falls within Creekside walk to school range. Essentially an 8-way stop (w/ turn lanes), vehicles consistently overstep each other. Not the simplest intersection to cross as an elementary school age child.	Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			Pedestrian connection on powerline corridor between Beaver Lake Park and Klahanie Park		Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			add sidewalks to the Issaq-Pine Lk Rd		Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			Add sidewalk to IPLR	Would love to see sidewalks on Issaquah Pine Lake Road, especially with the upcoming elementary school opening (Volpe property); would enable kids to safely walk to school.	Y																	1		1	1	1	0	
Connect Sammamish	Pedestrian			Add a east-west pedestrian bridge across 228th Ave near NE 5th (between commercial properties)	A Pedestrian bridge between the McDonald's and the Safeway side of 228 would make it safer for pedestrians (there are way																								

Appendix F: Public Workshop Materials



Appendix F: Public Workshop Materials



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Front Page: TMP Workshop brochure

Appendix F: Public Workshop Materials

WELCOME!

The City is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system that helps achieve the City's transportation vision and goals over the next 20 years. The TMP considers many issues, including:

- Addressing the challenges of growth on the transportation network
- Promoting safety for all users
- Developing a long-term, sustainable financing plan
- Finding a way to achieve a connected road network while maintaining neighborhood character
- Integrating new technologies
- Finding ways to partner with agencies and organizations to meet the community's most pressing transportation-related needs

WORKSHOP INSTRUCTIONS

The goal of this workshop is to get feedback from you on projects that you feel are important for the community. To do this, you will cast your vote on the projects displayed in five stations: transit projects, auto projects, pedestrian projects, bicycle projects, and connectivity projects.

You will have 11 stickers to use to vote on projects:

10 for investments you would like to see



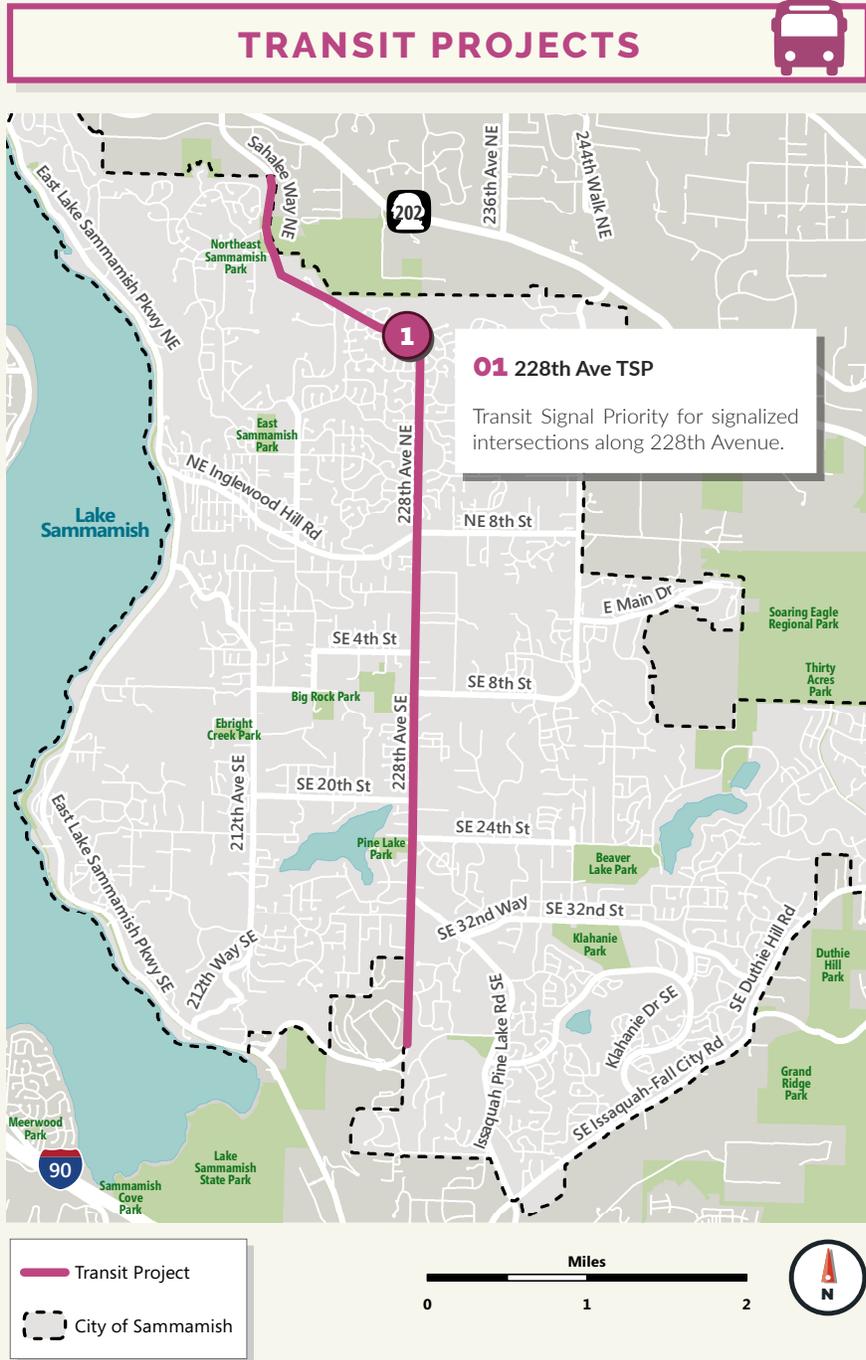
1 for investment you would like to avoid



Sammamish TMP | Page 1

TMP Workshop brochure

Appendix F: Public Workshop Materials



TMP Workshop brochure

Appendix F: Public Workshop Materials



AUTO PROJECTS

01* **228th Ave SE/Sahalee Way:** Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way

02 Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way to North City Limits, with possibility for climbing lane. Also includes installation of signal at Sahalee Way and NE 28th Pl.

03 218th Avenue SE/216th Avenue SE: Install turn lanes, traffic calming, curb, gutter and sidewalk and bike lanes from SE 4th St to Inglewood Hill Rd NE.

04 SE 8th Street/218th Avenue SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.

05 228th Ave SE & SE 8th St Intersection: Improve intersection level of service by widening/adding lanes or installing 2 lane roundabout with pedestrian improvements.

06 East Lake Sammamish Pkwy SE and SE 24th St Intersection: Construct traffic signal, turn lanes, curb, gutter and sidewalk.

07 East Lake Sammamish Pkwy SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Way SE to South City Limits.

08 228th Ave SE: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way.

09 228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, modify median on SE 40th.

10 Issaquah-Pine Lake Rd/230th Ln SE and 231st Ln SE Intersection: Rechannelize/restripe 230th Ln & 231st Ln, extend westbound left

turn pocket on Issaquah Pine Lake Rd.

11 Issaquah-Pine Lake Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing roundabout from Klahanie Dr SE to SE 32nd St.

12 Issaquah-Pine Lake Rd SE: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from SE 48th St to Klahanie Blvd.

13* **Issaquah-Pine Lake Rd SE:** Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from E Issaquah-Fall City Rd to SE 48th St.

14 SE 32nd St and 244th Ave SE Intersection: Install all-way stop control.

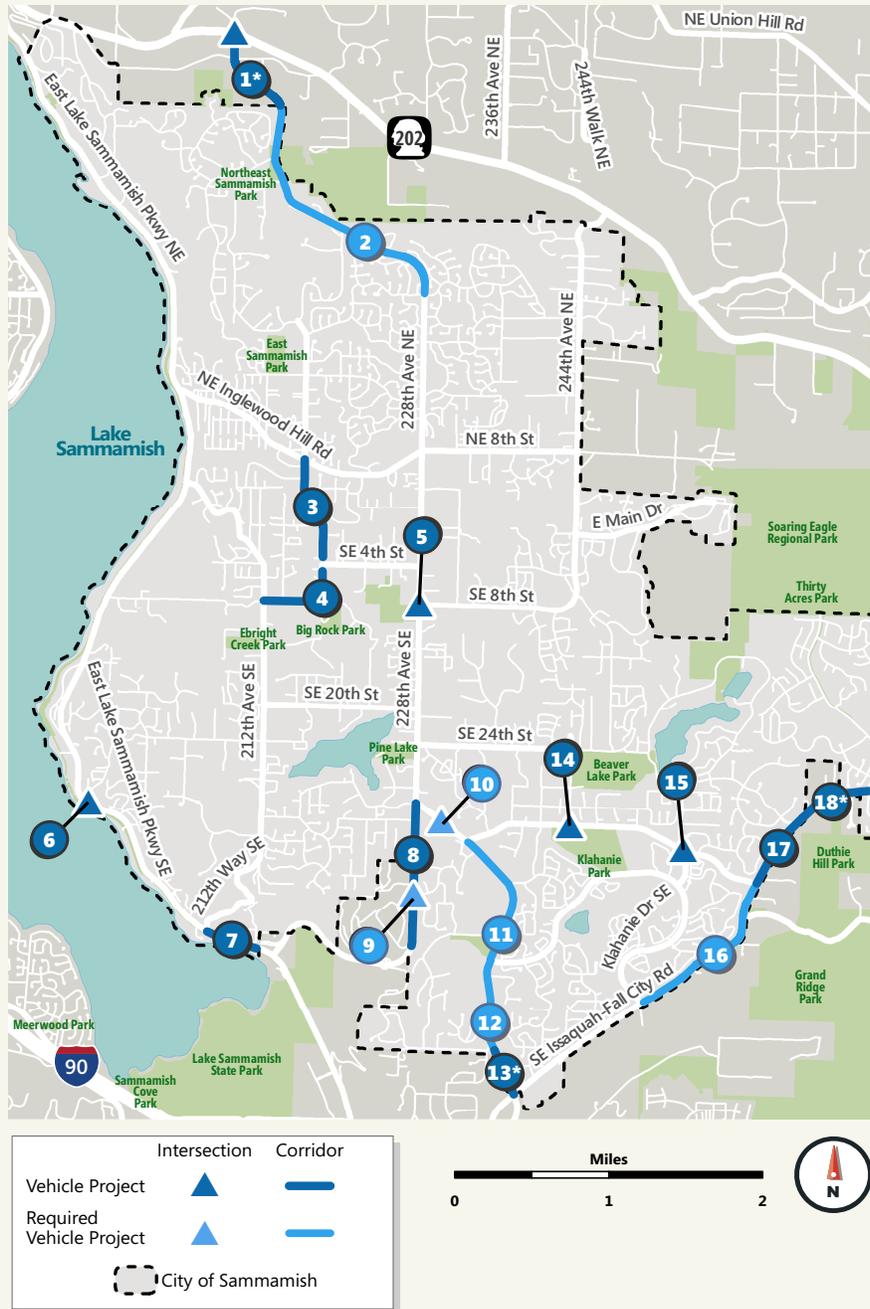
15 Beaver Lake Dr SE and Issaquah-Beaver Lake Rd Intersection: Construct roundabout

16 Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE.

17 SE Duthie Hill Rd: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from SE Issaquah-Beaver Lake Rd to "Notch".

18* **SE Duthie Hill Rd:** Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from East side of "Notch" to Trossachs Blvd SE. This project will require coordination with other municipalities to complete.

Appendix F: Public Workshop Materials



* This project will require coordination with other municipalities to complete.

TMP Workshop brochure

Appendix F: Public Workshop Materials



PEDESTRIAN PROJECTS

01 244th Ave NE

Fill sidewalk gap on one side of the street from Northern City limit to NE 8th St.

02 Louis Thompson Rd NE

Fill sidewalk gap on both sides of the street from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE).

03 SE 8th St

Fill sidewalk gap on both sides of the street from 212th Ave SE to 218th Ave SE.

04 SE 24th Way

Fill sidewalk gap on one side of the street from East Lake Sammamish Parkway to 194th Avenue SE.

05 212th Way SE

Fill sidewalk gap on both sides of the street from 212th Ave SE to East Lake Sammamish Pkwy SE.

06 212th Ave SE

Fill sidewalk gap on both sides of the street from SE 20th St to SE 34th St.

07 SE 43rd Way

Fill sidewalk gap on both sides of the street from 1000 ft North of East Lake Sammamish Pkwy to City limit.

08 SE 30th Street

Fill sidewalk gap on one side of the street from 228th Avenue SE to 224th Avenue SE.

09 SE 40th Street/234th Ave SE

Fill sidewalk gap on one side of the street from 228th Avenue SE to Issaquah-Pine Lake Road SE.

10 SE 24th St

Fill sidewalk gap on one side of the street from 236th Ave SE to 244th Ave SE.

11 244th Ave SE

Fill sidewalk gap on one side of the street from SE 24th St to SE 32nd St.

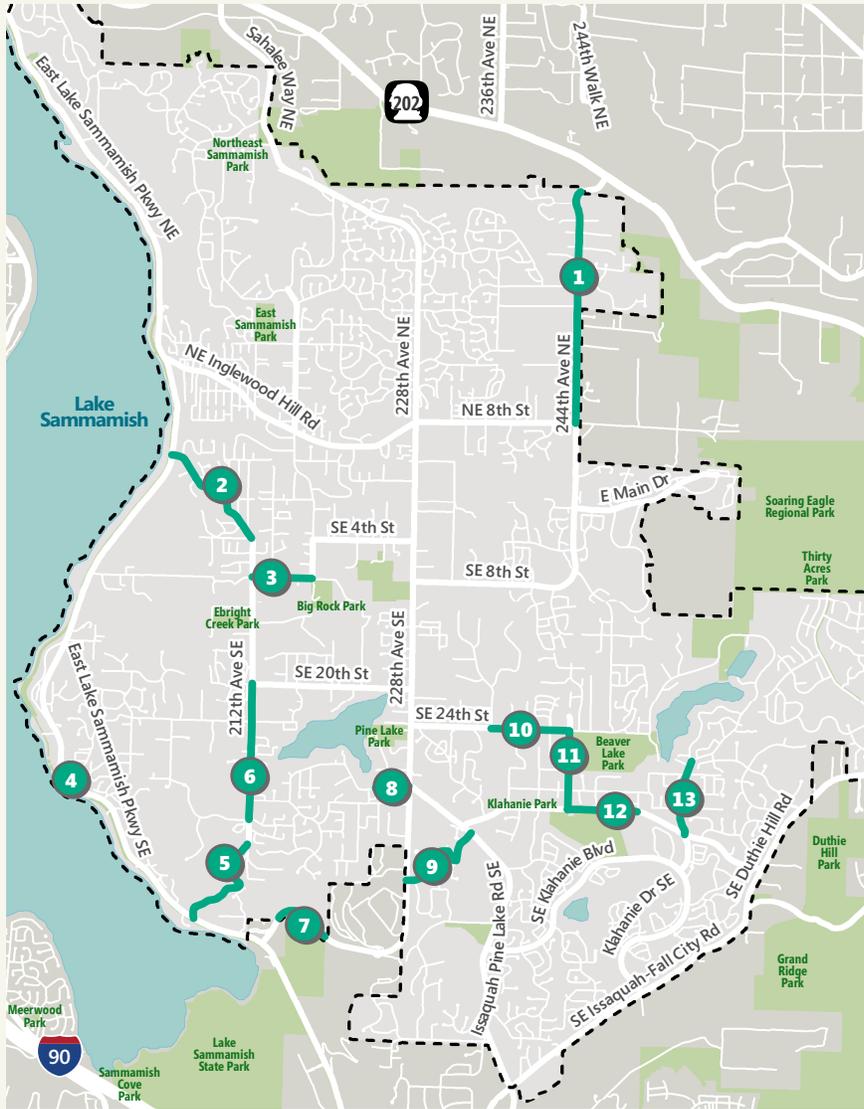
12 SE 32nd St

Fill sidewalk gap on both sides of the street from 244th Ave SE to 251st Ave SE.

13 E Beaver Lake Dr SE

Fill sidewalk gap on both sides of the street from SE 32nd St to E Beaver Lake Way SE.

Appendix F: Public Workshop Materials



TMP Workshop brochure

Appendix F: Public Workshop Materials



BICYCLE PROJECTS

01* NE 37th St/NE 42nd St/NE 55th St

Add a Striped Bike Lane from City Limits to NE 37th Way. This project will require coordination with other municipalities to complete.

02* 244th Ave NE

Add a Protected Bike Lane from SR 202 to NE 8th St.

03 NE Inglewood Hill Rd

Add a Striped Bike Lane from 205th Ave NE to 212th Ave NE.

04 228th Avenue SE

Improve the roadway segment by adding a Striped Bike Lane from NE 12th St to NE 8th St

05 216th SE/217th SE/218th SE Corridor

Add a Striped Bike Lane from NE Inglewood Hill Rd to SE 8th St.

06 E Main Dr

Add a Striped Bike Lane from 244th Ave NE to 259th Ave NE.

07 212th Ave SE/212th Way SE

Add a Striped Bike Lane from SE 24th St to E Lake Sammamish Pkwy.

08 228th Ave SE

Add a Striped or Buffered Bike Lane from SE 8th St to SE 24th St.

09 228th Ave SE

Add a Striped or Buffered Bike Lane from SE 24th St to Providence Heights Loop.

10 SE 24th St

Add a Protected Bike Lane from 228th Ave SE to 244th Ave SE.

11* Issaquah-Pine Lake Rd SE

Add a Striped or Buffered Bike Lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd.

12 SE Klahanie Blvd

Add a Striped or Buffered Bike Lane from Issaquah-Pine Lake Rd SE to 256th Ave SE.

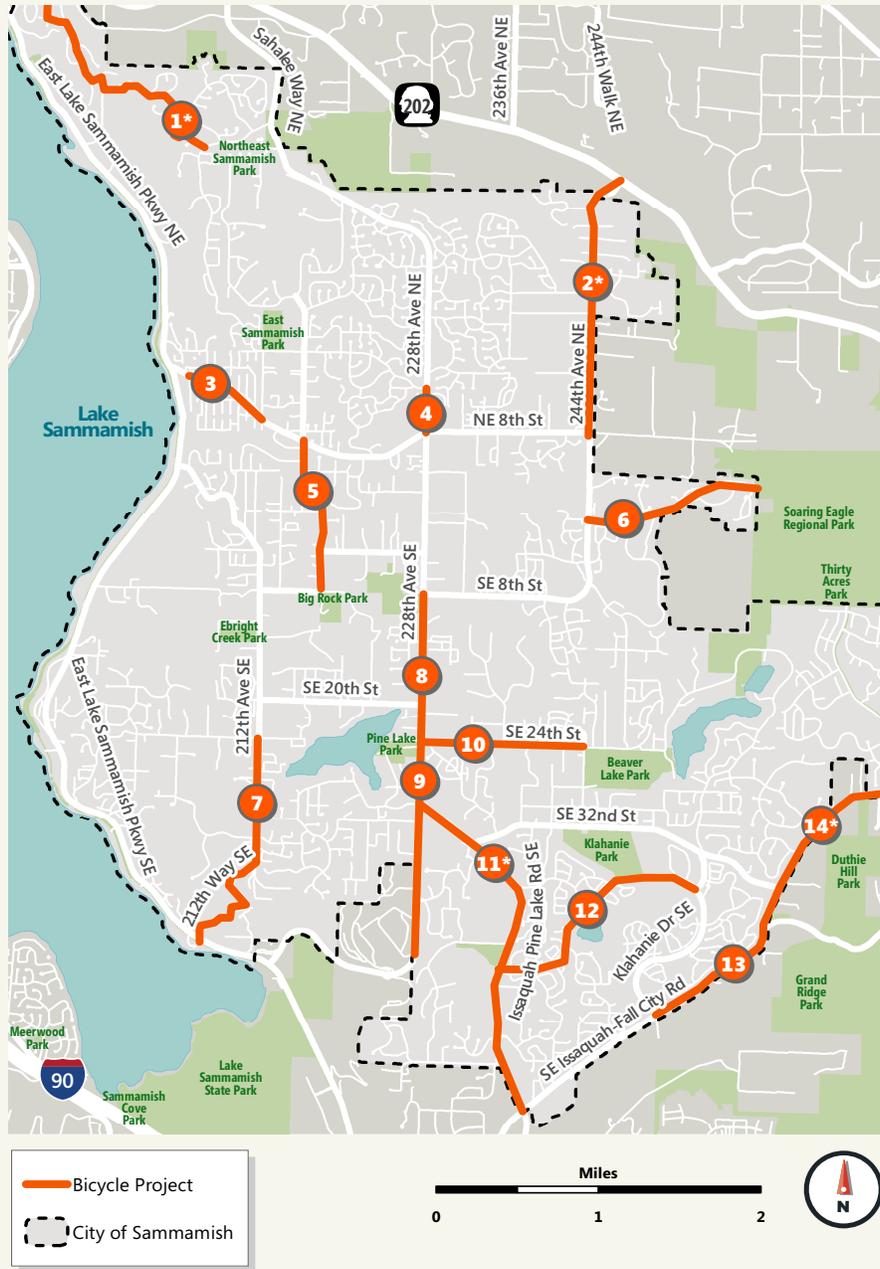
13 SE Issaquah Fall City Rd

Add a Striped or Buffered Bike Lane from Klahanie Dr SE to SE Issaquah-Beaver Lake Rd.

14* SE Issaquah Fall City Rd (Excluding the "Notch")

Add a Striped or Buffered Bike Lane from SE Issaquah-Beaver Lake Rd to City limits. This project will require coordination with other municipalities to complete.

Appendix F: Public Workshop Materials



* This project will require coordination with other municipalities to complete.

TMP Workshop brochure

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CONNECTIVITY PROJECTS

01 NE 14th St

Add a new roadway connection between NE 14th St and NE 14th Pl.

02 236th Ave NE

Add a new roadway connection between NE 14th St and NE 15th Pl.

03 NE 22nd St

Add a new roadway connection between 244th Ave NE and 236th Ave NE.

04 SE 20th St

Add a new roadway connection between SE 19th St and East of 203rd Ave SE.

05 SE 16th St

Add a new roadway connection between SE 16th St and 208th Pl SE.

06 231st Ave SE

Add a new roadway connection between 231st Ave SE and SE 18th Pl.

07 SE 18th Pl

Add a new roadway connection between SE 18th Pl and SE 16th Pl.

08 SE 35th Pl

Add a new roadway connection between SE 35th Pl and 233rd Pl SE.

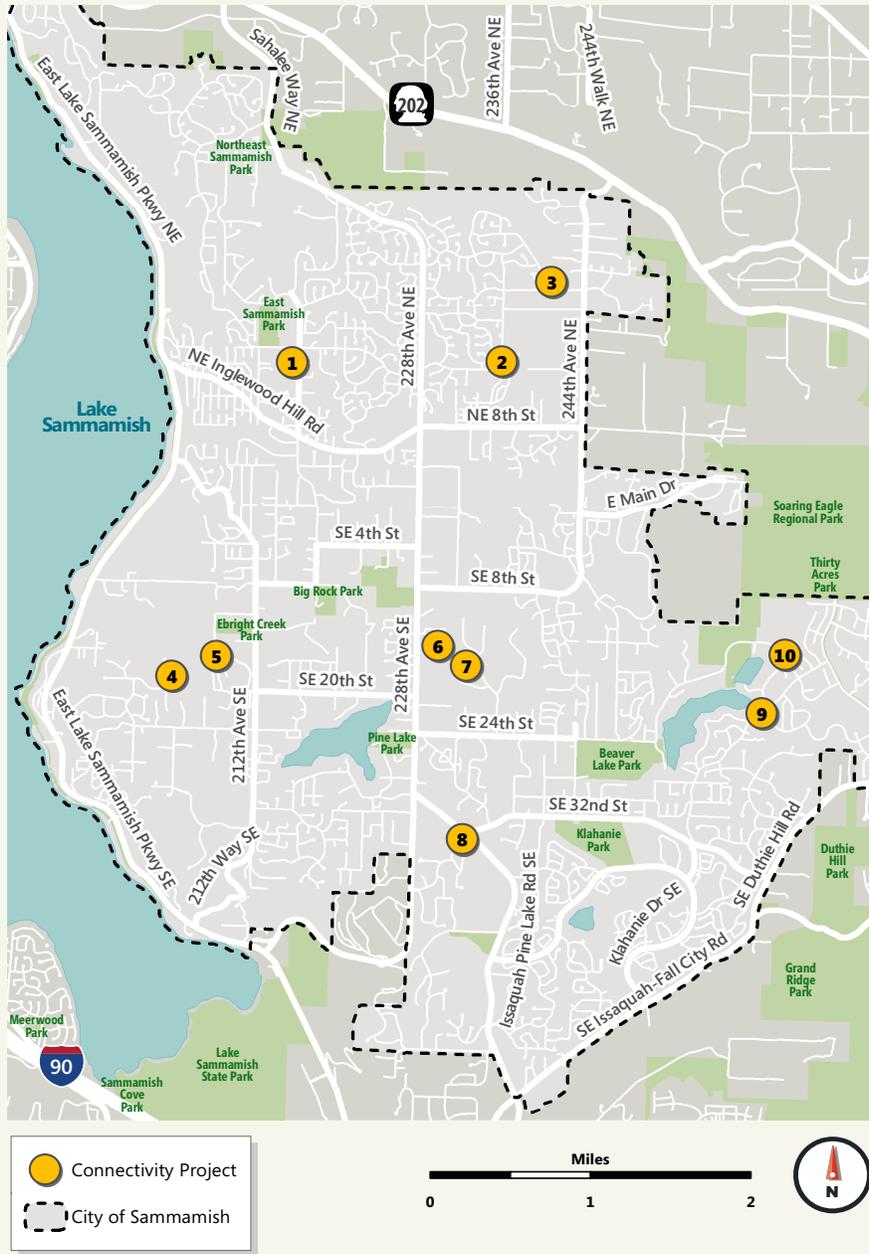
09 E Beaver Lake Dr

Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way.

10 266th Way SE

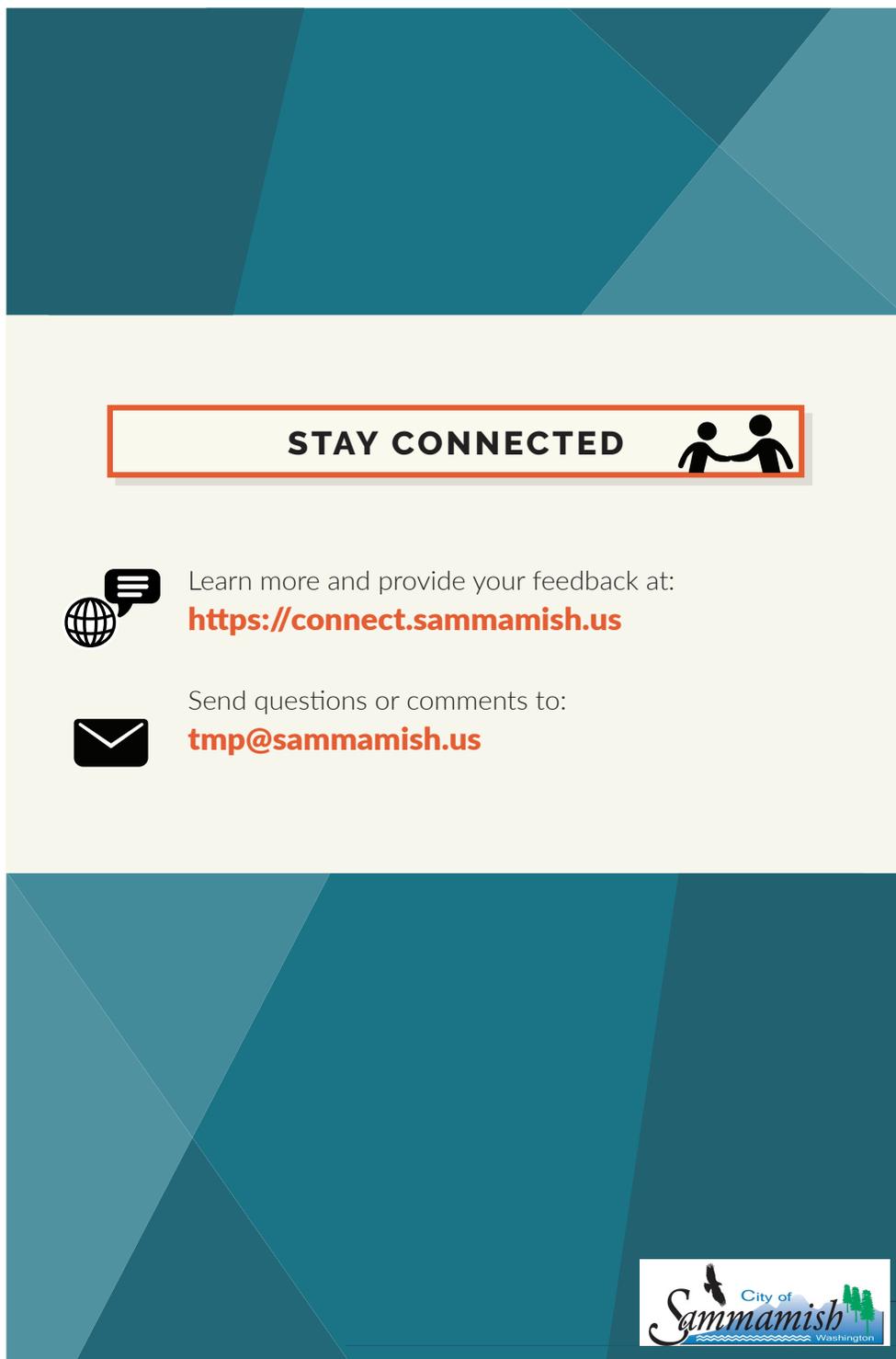
Add a new roadway connection between 266th Way SE and E Beaver Lake Drive SE.

Appendix F: Public Workshop Materials



TMP Workshop brochure

Appendix F: Public Workshop Materials



TMP Workshop brochure

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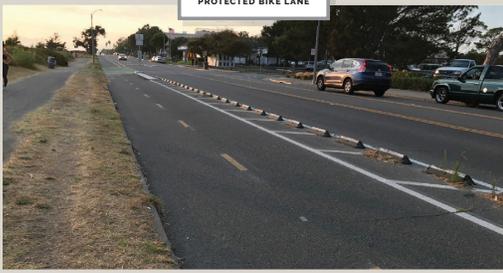
Public Workshop: Context Boards

BIKE

WHAT TYPES OF PROJECTS COULD BE FUNDED?



PROTECTED BIKE LANE



SHARED USE PATH



SHARROW



CONVENTIONAL BIKE LANE



BUFFERED BIKE LANE



PEDESTRIAN

WHAT TYPES OF PROJECTS COULD BE FUNDED?



IMPROVED SIDEWALK



TRAIL



RRFB



PEDESTRIAN HYBRID BEACON



Appendix F: Public Workshop Materials

Public Workshop: Context Boards

AUTO

WHAT TYPES OF PROJECTS COULD BE FUNDED?



ROADWAY IMPROVEMENTS & WIDENING

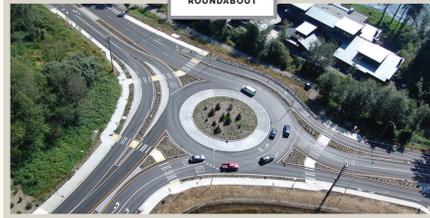


AFTER

SIGNAL



ROUNDBOUT



BEFORE



TRANSIT

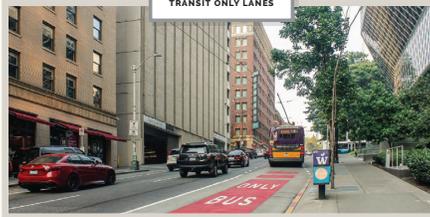
WHAT TYPES OF PROJECTS COULD BE FUNDED?



QUEUE JUMP LANES



TRANSIT ONLY LANES



FREQUENT SERVICE



TRANSIT SIGNAL PRIORITY SYSTEMS



Appendix F: Public Workshop Materials

Top Poster: Public Workshop Context Boards
 Bottom Poster: Public Workshop Station Board

CONNECTIVITY

WHAT TYPES OF PROJECTS COULD BE FUNDED?



PEDESTRIAN CONNECTION



BIKE CONNECTION



BARRICADE REMOVAL

August 2019

**City of Sammamish
Transportation Master Plan**

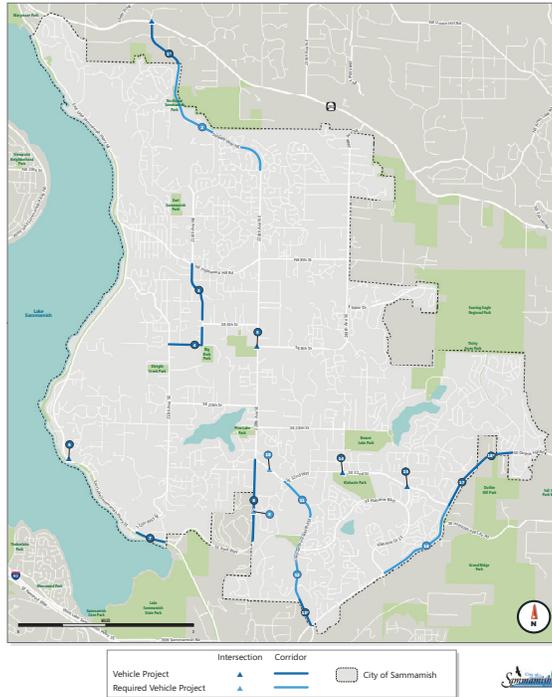
Potential Bicycle Projects

1 NE 37th St/NE 42nd St/NE 55th St	8 228th Ave SE
2 244th Ave NE	9 228th Ave SE
3 NE Inglewood Hill Rd	10 SE 24th St
4 228th Avenue SE	11 Ineqah-Pine Lake Rd SE
5 216th SE/217th SE/218th SE Corridor	12 SE Kisharue Blvd
6 E Main Dr	13 SE Ineqah Full City Rd
7 212th Ave SE/212th Way SE	14 SE Ineqah Full City Rd (Excluding the "Noosh")

* This project will require coordination with other municipalities to complete.

Appendix F: Public Workshop Materials

Public Workshop Station Boards

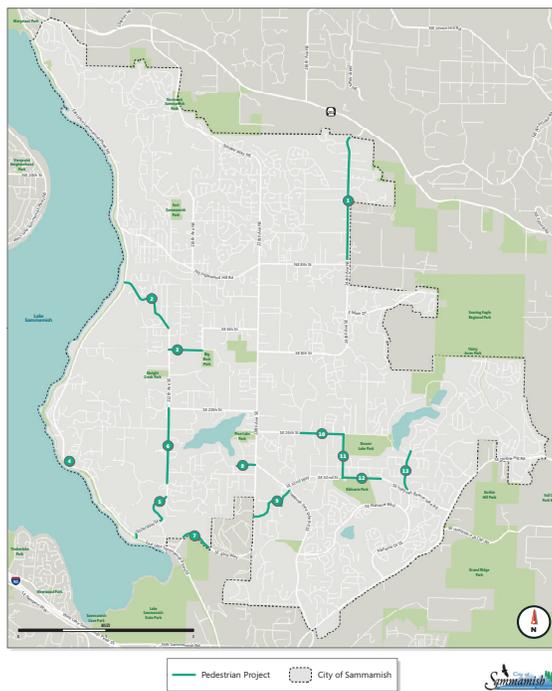


August 2019
City of Sammamish
Transportation Master Plan

Potential Vehicle Projects

1 228th Ave SE/Suhelvie Way	10 Inoueh-Pine Lake Rd/330th Ln SE and 331st Ln SE Intersection
2 Suhelvie Way NE	11 Inoueh-Pine Lake Rd SE
3 218th Avenue SE/216th Avenue SE	12 Inoueh-Pine Lake Rd SE
4 SE 8th Street/216th Avenue SE	13 Inoueh-Pine Lake Rd SE
5 228th Ave SE & SE 8th St Intersection	14 SE 12nd St and 244th Ave SE Intersection
6 East Lake Sammamish Pkwy SE and SE 24th St Intersection	15 Beaver Lake Dr SE and Inoueh-Beaver Lake Rd Intersection
7 East Lake Sammamish Pkwy SE	16 Inoueh-Fall City Rd SE
8 228th Ave SE	17 SE Duffies Hill Rd
9 228th Ave SE and SE 40th Intersection	18 SE Duffies Hill Rd

* This project will require coordination with other municipalities to complete.

August 2019
City of Sammamish
Transportation Master Plan

Potential Pedestrian Projects

1 244th Ave NE
2 Louisa-Thompson Rd NE
3 SE 8th St
4 SE 24th Way
5 217th Way SE
6 212th Ave SE
7 SE 43rd Way
8 SE 30th Street
9 SE 40th Street/224th Ave SE
10 SE 24th St
11 244th Ave SE
12 SE 12th St
13 E Beaver Lake Dr SE



Appendix F: Public Workshop Materials

Public Workshop Station Boards

Potential Connectivity Projects	
1	NE 14th St
2	256th Ave NE
3	NE 22nd St
4	SE 20th St
5	SE 16th St
6	231st Ave SE
7	SE 18th Pl
8	SE 20th Pl
9	E Beaver Lake Dr
10	205th Way SE

Appendix F: Public Workshop Materials

Public Workshop Presentation

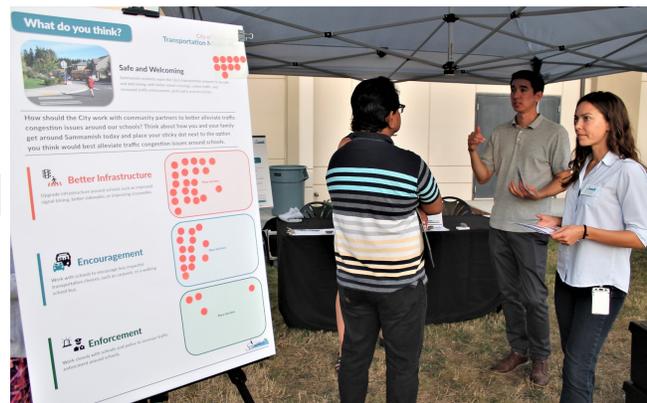


Community Workshop Series August 2019

2

Welcome!

- Introduce our team
- Brief presentation
- How to stay involved
- Tonight's exercise



Appendix F: Public Workshop Materials

Public Workshop Presentation

3

Housekeeping Items

- We will take logistical questions about tonight at the end of the presentation.
- Substantive questions can either be asked at poster stations or by submitting a comment card.
- Questions can always be submitted to tmp@sammamish.us at any time.
- Visit <https://connect.sammamish.us> to continue the conversation!
- Restrooms and exits.



Appendix F: Public Workshop Materials

Public Workshop Presentation

5

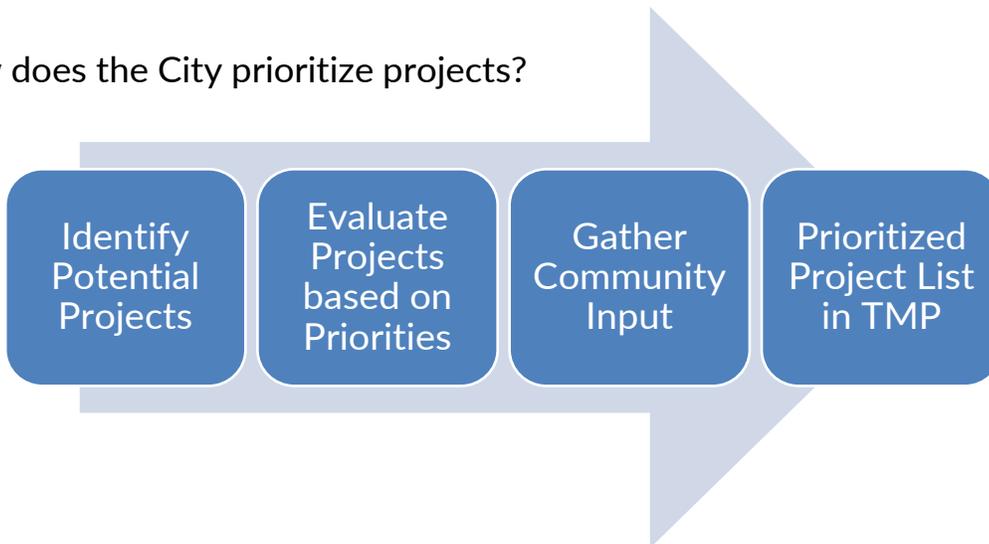
Goals for the Transportation Master Plan

Complete connections for all modes	Supported by the community	Fundable & implementable
<ul style="list-style-type: none"> • Safe & efficient movement of all people • Improves mobility, but respects community character • Reconsiders how we define transportation success 	<ul style="list-style-type: none"> • In-depth community conversation • Creating public buy-in for new priorities and approaches • Create civic champions for implementation 	<ul style="list-style-type: none"> • Modern concurrency system that forwards mobility objectives • Flexible impact fee program tailored to plan • Fiscal realism in prioritization & messaging

6

Many Needs, Limited Resources

How does the City prioritize projects?



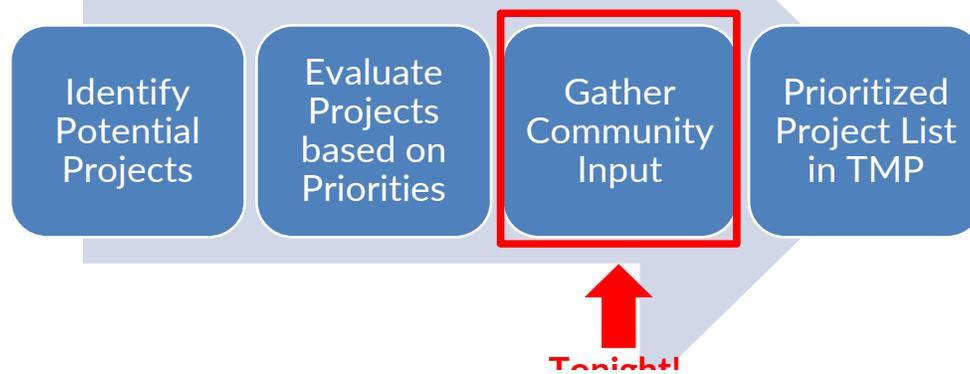
Appendix F: Public Workshop Materials

Public Workshop Presentation

7

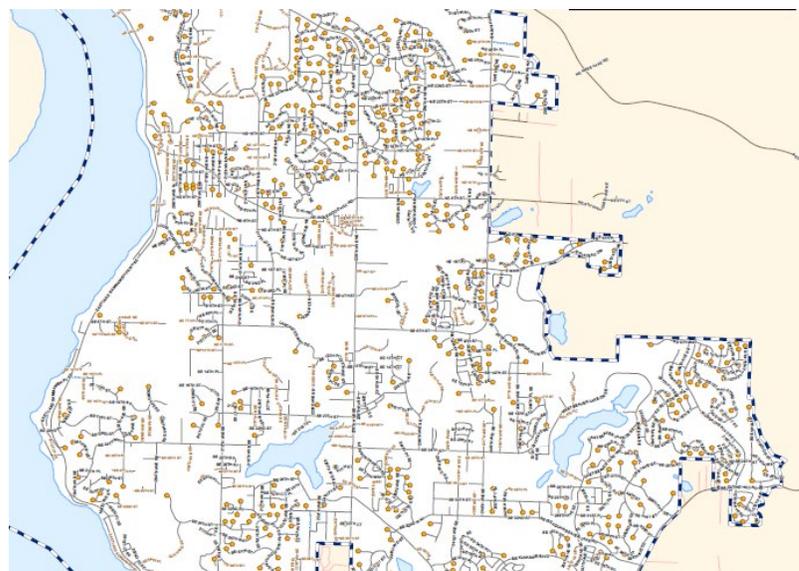
Many Needs, Limited Resources

How does the City prioritize projects?



8

Transportation in Sammamish: Key Issues



Appendix F: Public Workshop Materials

Public Workshop Presentation



Transportation in Sammamish: Key Issues

CITY TOPOGRAPHY

The plateau topography makes walking and biking

SAMMAMISH PARK & RIDE

Limited transit connections primarily serve commuters

"INCOMPLETE" STREET

The City inherited a roadway network

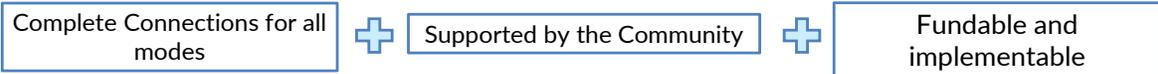
Appendix F: Public Workshop Materials

Public Workshop Presentation

11

Transportation Master Plan Priorities

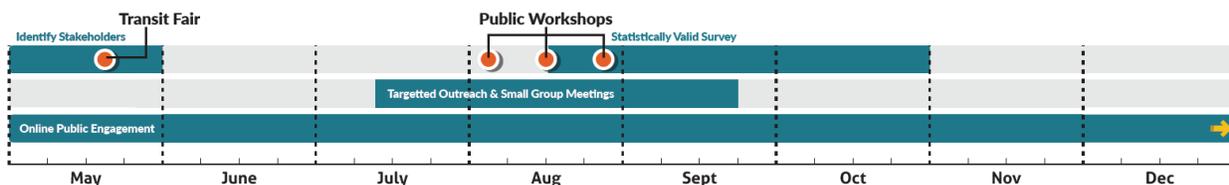
	<p>Maximize people's benefits by using the transportation system efficiently</p>	<p>Provide a safe and welcoming environment for everyone</p>	
<p>Develop a fiscally sustainable transportation plan</p>			<p>Seamlessly connect the City's multimodal transportation networks</p>
	<p>Proactively advocate for investments which improve connections to the Puget Sound region</p>	<p>Reinforce Sammamish's community character through the transportation network</p>	



12

How to Stay Involved

2019 Community Engagement Schedule





Learn more about upcoming projects and help shape the city!

Answer polls, ask questions and engage!



Register to share! Engage from anywhere!

Stay engaged with Connect Sammamish!

Appendix F: Public Workshop Materials

Public Workshop Presentation

Engagement Tools



14

Tonight's Exercise

Before we start, some notes...

- The projects identified are a mix of required and needed improvements to improve how you get around town.
- The sources of projects include adopted plans and programs, known connectivity and multimodal gaps, and citizen input.
- The project scopes were developed with the best, most current data and information. Project scopes may change over time.
- The Sammamish City Council has decided not to consider changing the NE 42nd Street Barricade at this time.

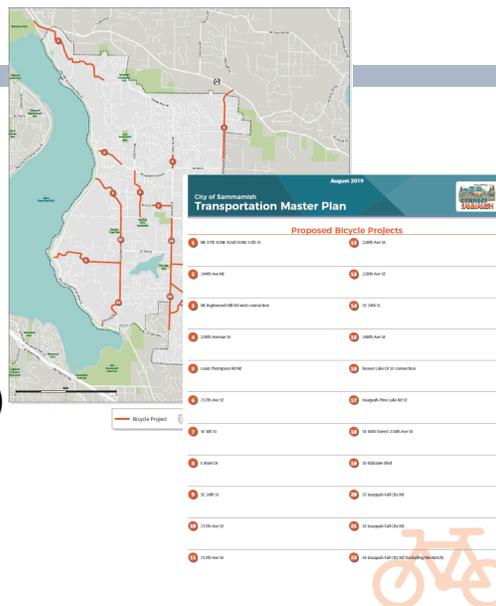
Appendix F: Public Workshop Materials

Public Workshop Presentation

15

We Need Your Help!

- Five Stations:
 - Pedestrian (16 potential projects)
 - Bicycle (16 potential projects)
 - Transit (1 potential project)
 - Auto (19 potential projects)
 - Connectivity (10 potential projects)
- 11 Stickers:
 - 10 Investments you'd like to see
 - 1 Investment you'd like to avoid



16

Some Tips



Don't see a project you support? Make it a "Write-In" project.



Use your dots any way you see fit.



Review all poster stations before placing dots.



Use your brochure, it has all the detail.



Interact with staff and your neighbors!

Appendix F: Public Workshop Materials

Public Workshop Presentation

17

How Your Input is Used

Community input is invaluable in creating the TMP. So, what happens after tonight?



Dots are...

- Tallied and recorded

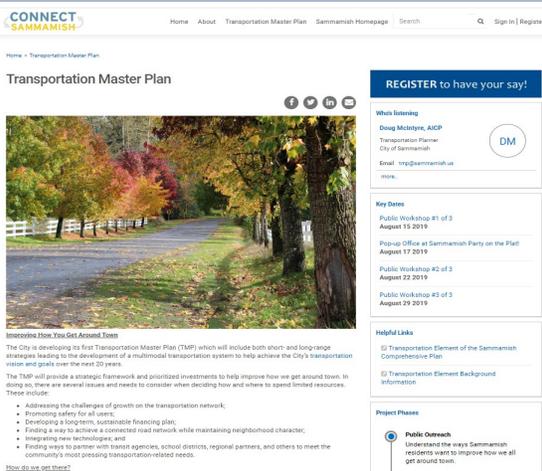


Comment cards are...

- Reviewed, responded to, and recorded

Then, staff prepares a community outreach summary and includes it in the TMP, which will be reviewed and considered by City Council before the TMP is adopted.

Thank You



TMP Website: <https://connect.sammamish.us/transportation-master-plan>
 For more information, contact us at: tmp@sammamish.us

Appendix G: Community Stakeholders Outreach

Appendix G
Community Stakeholders Outreach

Appendix G: Community Stakeholders Outreach

From: [Doug McIntyre](#)
To: [REDACTED]
Subject: Sammamish Transportation Master Plan (TMP)
Date: Tuesday, September 17, 2019 4:10:00 PM

Good afternoon,

The City of Sammamish is creating its first Transportation Master Plan (TMP), which is our long-range document for how to improve our road/bike/pedestrian network. Part of our outreach effort relies on reaching out to community groups to help get a better understanding of transportation issues that matter to you and your group. So far we've hosted Public Workshops, had Pop-Up offices at public events, created an online engagement platform, as well as small group meetings.

I wanted to reach out to you to see if you'd be able to sit down with me to talk about the TMP, transportation issues, and projects in the Plan. The input you can provide will help represent your group's interest, inform the development of our TMP, and improve the deliverable to City Council. We know that transportation and safety is a big topic for our City and one that we can have productive conversations about in our TMP effort.

If you would like to discuss the TMP further, please let me know. It would be great if you could tell me a time that works for you and/or your group to host me at your facilities for a meeting. I think an hour to sit down and talk would suffice. If meeting in person would not work within your schedule, please take a look around our website [Connect Sammamish](#) to learn more about the project and participate there. We are happy to help answer any questions you have and look forward to working with you.

Have a nice day and thank you very much!

Doug McIntyre, AICP
 Transportation Planner
 City of Sammamish | Public Works Dept.
 (425) 295-0628

Letter to Community Stakeholders reaching out to discuss the TMP.



Appendix H
Meeting-In-A-Box Materials



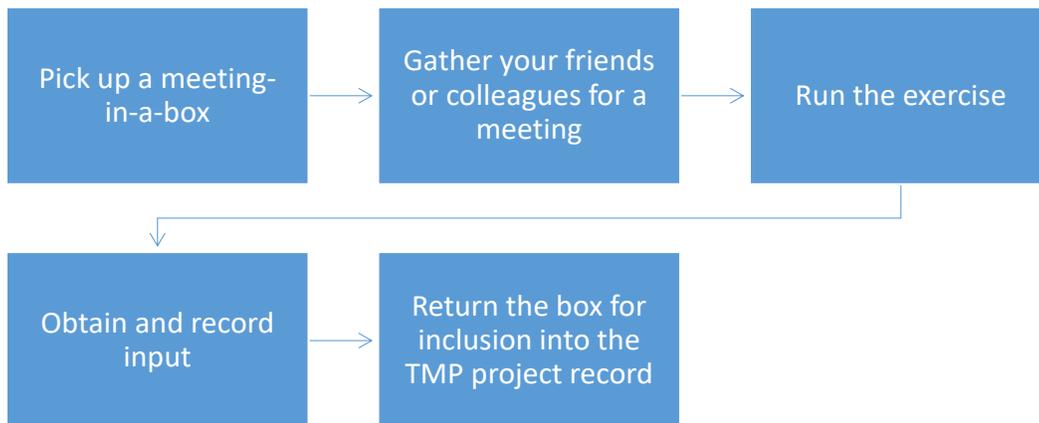
Appendix H: Meeting-In-A-Box Materials

Meeting-In-A-Box Overview Packet



Sammamish Transportation Master Plan (TMP) Meeting-in-a-Box Overview for Facilitators

Flow Chart for running this meeting:



This packet includes:

- 1) General Instructions on the Meeting-in-a-box tool (Review before the meeting)
 - a) What to do before the meeting
 - b) How to facilitate the exercise
 - c) What to do after the meeting
- 2) Specific instructions on how to run the exercise (Review before and during the meeting)
 - a) Introductions and overview
 - b) Managing the exercise and getting your group to provide input
 - c) Discussion about the input provided at this meeting
 - d) Closing
- 3) A script for the Facilitator to use when running the meeting (Use during the meeting)
 - a) An introduction

Appendix H: Meeting-In-A-Box Materials

Meeting-In-A-Box Overview Packet



- b) A presentation overview of the TMP and the Sammamish road network
- c) How to stay engaged in this project



<https://connect.sammamish.us> or feel free to contact the City at tmp@sammamish.us for more information.

*****Note for Facilitator: Now you will start the exercise. Refer to the separate handout ("Running the Exercise") for step-by-step instructions.*****

Appendix H: Meeting-In-A-Box Materials



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box

General Instructions for Facilitators

Thank you for facilitating a meeting-in-a-box with your neighbors/friends/colleagues! We appreciate your time and willingness to help the City obtain input on the Transportation Master Plan (TMP). The input you obtain will be included in the official project record and used to inform and develop the TMP. Below are instructions for your review *before* hosting the meeting.

Before the meeting

1. Coordinate with Doug McIntyre to establish a date and time to pick up the meeting-in-a-box materials. Aim for pick-up at least one day prior to the meeting you are coordinating.
2. Pick up the meeting-in-a-box at the City Hall (801 228th Avenue SE Sammamish, WA 98075) or at a previously agreed upon location.
3. After picking up the meeting-in-a-box, review the contents and let Doug McIntyre know if you have any questions or concerns prior to facilitating the meeting. Contact info can be found on the business cards in the box.

Facilitating the exercise

Refer to the facilitation instructions (“Running the Exercise” on the next page) for detailed instructions. Additional general notes are below:

1. Give the Transportation Master Plan handouts to meeting participants for their information.
2. If participants have questions or comments that are meant for the City to review and respond to, please ask them to fill out a comment card after the exercise and collect that at the end of the meeting.
3. Thank everyone for participating and encourage them to stay engaged with this project. Refer people to Doug McIntyre for additional questions or outreach. Be sure to let attendees know that Connect Sammamish (<https://connect.sammamish.us>) is the place to go for more info.

Following the meeting

1. Collect all materials (i.e. packets, comment cards) and clip them together.
2. Return all meeting-in-a-box materials to City Hall for Doug McIntyre to retrieve. Please return these materials as soon as possible. Providing Doug McIntyre with a rough idea of when the box will be returned is appreciated, so that other residents can facilitate these meetings. Any suggestions for improvements to this process are greatly appreciated!

Appendix H: Meeting-In-A-Box Materials



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box

Running the Exercise

Purpose

Relying on Sammamish residents—those who are directly involved with community groups, neighborhood groups, interest groups, faith groups, and more—to speak directly to their peers produces high quality input that informs the Transportation Master Plan effort.

Steps to run the exercise and obtain input

Before the meeting starts, set up the five large project sheets on a table (if available) and arrange chairs in a circle around the table.

1. Ask everyone in attendance to fill out their contact information on the sign-in sheet.
2. Introduce yourself to the group of participants and the reason for the meeting.
3. Stick to the script to ensure the meeting runs smoothly and efficiently, respecting everyone's time. This portion includes a quick presentation on the TMP and the Sammamish road network, which you will give to your group.
4. Each box will have five large sheets, one for each transportation "station" and 20 workshop guides. Hand out a guide to each participant along with a sheet of 5 green dots and one red dot:
 - a. **Each participant will choose 5 projects they would like to prioritize and 1 project they would like to avoid by placing their dot in the space next to the project title on the large sheet of paper corresponding to their preference.**
 - b. **You can use your dots however you see fit, for example if you want to use all five on one project, feel free to do so.**
5. Once everyone has answered the question by placing their 6 dots, direct attention to the map. Now each participant will get one Post-it Note to identify an area in the City that could be an additional project idea. This is not required. For example: if we missed a project idea on the transit project maps, what else could we focus our attention on?
6. Ask each participant to explain the reason for each of their responses so that the entire group can better understand their neighbor's thinking and values.
7. Repeat this process for each set of questions until all four are completed.

The Exercise

Finishing the exercise

1. Do not move or lose any of the dots placed on the question pages or Post-it Notes placed on the maps. Simply clip each packet back together and place it back in the box.
2. Collect all comment cards (if any), clip them together, and place them back in the box.

Appendix H: Meeting-In-A-Box Materials



Sammmamish Transportation Master Plan (TMP)

Meeting-in-a-Box Facilitator Script

Introduction – What is the TMP?

Thank you for joining us as we discuss the City of Sammamish’s effort to develop the City’s first TMP. My name is _____ and I will be facilitating a “Meeting-in-a-box” so that our group can provide the City with input on our priorities and preferences. Before we start, please be sure that you fill out the sign-in sheet and record your contact information. Let’s do a round of introductions and share one thing we love about living in Sammamish so that we can all get to know each other a little better. *[Pause for introductions and responses]*

The TMP is a plan that will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City’s transportation vision and goals over the next 20 years.

The TMP will provide a strategic framework and prioritized investments to help improve how we get around town. In doing so, there are several issues and needs to consider when deciding how and where to spend limited resources. These include:

- Addressing the challenges of growth on the transportation network;
- Promoting safety for all users;
- Developing a long-term, sustainable financing plan;
- Finding a way to achieve a connected road network while maintaining neighborhood character;
- Integrating new technologies; and
- Finding ways to partner with transit agencies, school districts, regional partners, and others to meet the community’s most pressing transportation-related needs.

In a few minutes we will complete an exercise together to record our group’s input for the City to record as we begin to identify priority topics and areas. But first, we will have a short presentation about the TMP and the challenges facing the Sammamish road network.

Presentation

NOTE: Grab the PowerPoint presentation slides from the box and give the brief presentation to the group. Then finish the rest of this script and move to the exercise.

How to stay engaged

The City is engaging the community in a variety of methods, including in-person and online events. Please check out the new online engagement tool, [Connect Sammamish](#), at



Appendix I
Connect Sammamish and Analytics



Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Summary Report

16 August 2019 - 18 November 2019

Connect Sammamish

PROJECTS SELECTED: 1

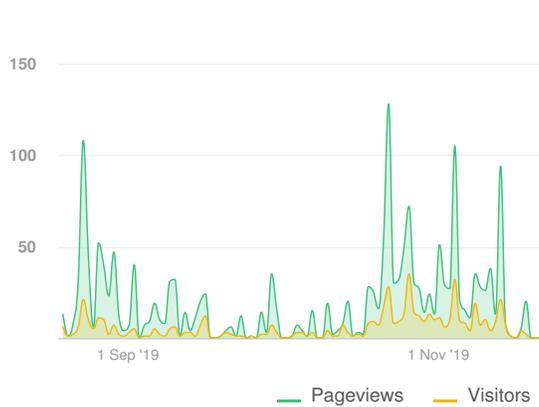
Prioritize Projects for the Transportation Master Plan

FULL LIST AT THE END OF THE REPORT



by Bang the Table

Visitors Summary



Highlights

TOTAL VISITS	604	MAX VISITORS PER DAY	35
NEW REGISTRATIONS	47	ENGAGED VISITORS	70
		INFORMED VISITORS	240
		AWARE VISITORS	472

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Connect Sammamish : Summary Report for 16 August 2019 to 18 November 2019

PARTICIPANT SUMMARY

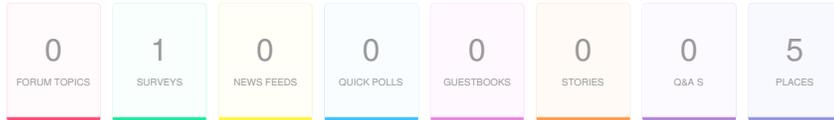
ENGAGED	<p>70 ENGAGED PARTICIPANTS</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">Registered</th> <th style="text-align: center;">Unverified</th> <th style="text-align: center;">Anonymous</th> </tr> </thead> <tbody> <tr> <td>Contributed on Forums</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Participated in Surveys</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Contributed to Newsfeeds</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Participated in Quick Polls</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Posted on Guestbooks</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Contributed to Stories</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Asked Questions</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Placed Pins on Places</td> <td style="text-align: center;">63</td> <td style="text-align: center;">7</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Contributed to Ideas</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> </tbody> </table> <p style="font-size: small; text-align: center;">* A single engaged participant can perform multiple actions</p>		Registered	Unverified	Anonymous	Contributed on Forums	0	0	0	Participated in Surveys	0	0	0	Contributed to Newsfeeds	0	0	0	Participated in Quick Polls	0	0	0	Posted on Guestbooks	0	0	0	Contributed to Stories	0	0	0	Asked Questions	0	0	0	Placed Pins on Places	63	7	0	Contributed to Ideas	0	0	0	<p>TOP PROJECTS</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: right;">Participants (%)</th> </tr> </thead> <tbody> <tr> <td>Prioritize Projects for the Tra...</td> <td style="text-align: right;">70 (14.8%)</td> </tr> </tbody> </table> <p style="font-size: small; text-align: center;">* Calculated as a percentage of total visits to the Project</p>		Participants (%)	Prioritize Projects for the Tra...	70 (14.8%)
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Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Connect Sammamish : Summary Report for 16 August 2019 to 18 November 2019

ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY	
1	Surveys
0	Contributors
0	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS	
0	Contributors to Potential Pedestrian Projects

PLACES SUMMARY	
5	Places
70	Contributors
177	Pins

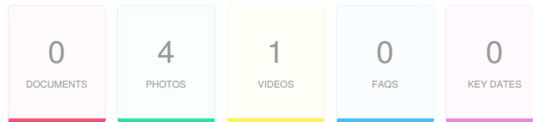
TOP 3 PLACES BASED ON CONTRIBUTORS		
36	32	17
Contributors to Potential Connection Projects	Contributors to Potential Pedestrian Projects	Contributors to Potential Vehicle Projects

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Connect Sammamish : Summary Report for 16 August 2019 to 18 November 2019

INFORMATION WIDGET SUMMARY



PHOTOS	
4	Photos
18	Visitors
59	Views

TOP 3 PHOTOS BASED ON VIEWS		
19 <small>Views</small>	15 <small>Views</small>	13 <small>Views</small>
Workshop board discussion.	Pop-up at National Night Out.	Children at Party on the Plat

VIDEOS	
1	Videos
9	Visitors
9	Views

TOP 3 VIDEOS BASED ON VIEWS
9 <small>Views</small>
How to use the Mapping Tool

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Connect Sammamish : Summary Report for 16 August 2019 to 18 November 2019

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.facebook.com	44
m.facebook.com	41
www.sammamish.us	26
www.bing.com	10
www.google.com	10
android-app	7
mail.google.com	7
links.govdelivery.com	5
www.smore.com	3
www.surveygizmo.com	3
duckduckgo.com	2
Inks.gd	2
mail.yahoo.com	1
sammamish.news	1
t.co	1

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Connect Sammamish : Summary Report for 16 August 2019 to 18 November 2019

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Prioritize Projects for the Transportation Master Plan	472	240	70

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Connect Sammamish : Summary Report for 31 July 2019 to 19 November 2019

PARTICIPANT SUMMARY

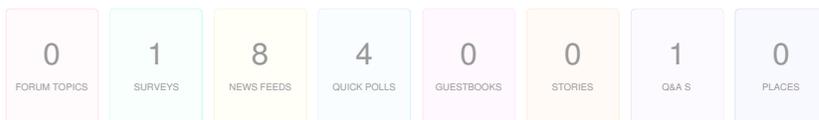
ENGAGED	82 ENGAGED PARTICIPANTS			TOP PROJECTS		
		Registered	Unverified	Anonymous		Participants (%)
INFORMED	Contributed on Forums	0	0	0	Transportation Master Plan	82 (7.8%)
	Participated in Surveys	5	0	0		
	Contributed to Newsfeeds	2	0	0		
	Participated in Quick Polls	76	0	0		
AWARE	Posted on Guestbooks	0	0	0		
	Contributed to Stories	0	0	0		
	Asked Questions	9	1	0		
	Placed Pins on Places	0	0	0		
	Contributed to Ideas	0	0	0		
	<small>* A single engaged participant can perform multiple actions</small>			<small>* Calculated as a percentage of total visits to the Project</small>		
ENGAGED	304 INFORMED PARTICIPANTS			TOP PROJECTS		
		Participants				Participants (%)
INFORMED	Viewed a video	0			Transportation Master Plan	304 (28.8%)
	Viewed a photo	0				
	Downloaded a document	62				
	Visited the Key Dates page	80				
AWARE	Visited an FAQ list Page	0				
	Visited Instagram Page	0				
	Visited Multiple Project Pages	185				
	Contributed to a tool (engaged)	82				
	<small>* A single informed participant can perform multiple actions</small>			<small>* Calculated as a percentage of total visits to the Project</small>		
ENGAGED	1,056 AWARE PARTICIPANTS			TOP PROJECTS		
		Participants				Participants (%)
INFORMED	Visited at least one Page	1,056			Transportation Master Plan	1,056
AWARE						
	<small>* Aware user could have also performed an Informed or Engaged Action</small>			<small>* Total list of unique visitors to the project</small>		

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Connect Sammamish : Summary Report for 31 July 2019 to 19 November 2019

ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY	
1	Surveys
5	Contributors
5	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS	
5	Contributors to TMP Outreach Survey

NEWSFEEDS SUMMARY	
8	NewsFeed
168	Visits
86	Visitors

TOP 3 NEWSFEEDS BASED ON VISITORS		
58	19	17
Visitors to TMP Input Tracker is Now Available for Your Review!	Visitors to Second TMP Workshop: Complete!	Visitors to Thank you for meeting us at National Night Out!

QUICK POLLS SUMMARY	
4	Quick Polls
76	Contributors
82	Responses

TOP 3 QUICK POLLS BASED ON CONTRIBUTORS		
27	26	23
Contributors to How should the City prioritize its investments in the road network to enhance	Contributors to How should the City work with community partners to better alleviate traffic congestion	Contributors to How should the City improve and enhance the pedestrian and bike network?

Q & A SUMMARY	
1	Q&As
10	Contributors
12	Questions

TOP 3 Q & A BASED ON CONTRIBUTORS	
10	Contributors to Q&A

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Connect Sammamish : Summary Report for 31 July 2019 to 19 November 2019

INFORMATION WIDGET SUMMARY



DOCUMENTS	
4	Documents
62	Visitors
87	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS		
42 Downloads	31 Downloads	12 Downloads
TMP Input Tracker - Connect Sammamish	TMP August Workshops Presentation	Outreach by the Numbers

KEY DATES	
1	Key Dates
80	Visitors
90	Views

TOP 3 KEY DATES BASED ON VIEWS
90 Views
Transportation Master Plan

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Connect Sammamish : Summary Report for 31 July 2019 to 19 November 2019

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.sammamish.us	148
sammamish.news	112
m.facebook.com	77
www.facebook.com	65
links.govdelivery.com	42
www.google.com	33
www.bing.com	19
www.surveygizmo.com	14
t.co	12
www.smore.com	12
mail.google.com	11
android-app	10
l.facebook.com	9
lnks.gd	6
duckduckgo.com	5

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Connect Sammamish : Summary Report for 31 July 2019 to 19 November 2019

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Transportation Master Plan	1056	304	82

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Informational Handout



The City of Sammamish established a new online engagement tool called Connect Sammamish, through a vendor called Bang the Table. The platform is known as Engagement HQ and our site, Connect Sammamish, can be accessed here: <https://connect.sammamish.us>. The site launched on July 29, 2019.

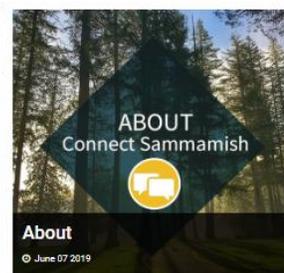
Engagement HQ is an online, two-way engagement platform that features communication tools which allow the public to learn about and discuss different projects. Connect Sammamish will be the go-to place for all things outreach related, including questions on projects, updates on timelines, and other news. Connect Sammamish will effectively inform the public, reduce barriers to community engagement, and gather input in a broader way. Increasing our communication with the public increases transparency, reduces misinformation, and improves community trust in the City. These improvements will lead to increased overall engagement. Connect Sammamish relies on users registering to use the platform. The registration-based membership allows us to get a better picture of who is and is not engaging with the City.

The homepage (see snapshot below) features project tiles that take the user to project pages with engagement tools. Engagement tools on the site range from more open discussions such as forums and mapping tools to more controlled tools such as polls and surveys. Connect Sammamish allows us to:

- **Broaden** our outreach into the community to get better input data.
- **Reduce** barriers to participation, so that we can understand the needs of all community groups.
- **Inform** the community with accurate and timely project updates and other relevant content.
- **Build** a one-stop shop for community engagement for a more accessible outreach approach.
- **Streamline** project communications through a manageable environment.



Welcome to Connect Sammamish, the interactive community engagement tool for the City of Sammamish! Connect Sammamish allows you to stay informed and engage on matters that are important to you. Translate this website by selecting a language in the drop-down menu at the top right of the page.





Appendix J
Statistically Valid Survey



Appendix J: Statistically Valid Survey

Dear Neighbor,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about transportation in our community. Your survey will arrive in a few days.

Your responses will help us craft a Transportation Master Plan to best meet the needs of everyone in Sammamish.

Thank you for helping create a better community!

Sincerely,

Rick Rudometkin
City of Sammamish City Manager

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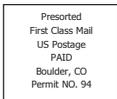
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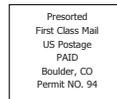
Rick Rudometkin
City of Sammamish City Manager



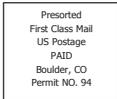
801 228th Avenue SE
Sammamish, WA 98075



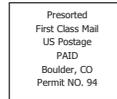
801 228th Avenue SE
Sammamish, WA 98075



801 228th Avenue SE
Sammamish, WA 98075



801 228th Avenue SE
Sammamish, WA 98075



Appendix J: Statistically Valid Survey



801 – 228th Avenue SE • Sammamish, WA 98075 • Phone: 425-295-0500 • Fax: 425-295-0600 • web: www.sammamish.us

Dear City of Sammamish Resident:

I am pleased to invite you to participate in the City of Sammamish 2019 Transportation Master Plan Survey. Your input will influence how the City should prioritize its limited resources to improve and enhance the safety and improve the ease of mobility for all our residents to move within the City and to points beyond.

The City is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies and projects to develop a multimodal transportation system that achieves the City's transportation vision and goals over the next 20 years. (<https://connect.sammamish.us/transportation-master-plan>).

You have been selected at random to take the survey and it should only need about 10-15 minutes to complete.

A few things to remember:

- **Your responses are completely anonymous. All respondents' answers will be compiled as a group and not on an individual basis.**
- In order to hear from a diverse group of residents, we ask that the member of your family who had the most recent birthday (who is also over 18) complete this survey. If they are not available, please have any member over 18 take the survey.
- Please return the survey by mail in the enclosed postage-paid envelope. If you have any questions about the survey, please call the City's Project Manager, Doug McIntyre at 425-295-0628.

I and the TMP Project Team thank you for your time and participation!

Sincerely,
Rick Rudometkin, *City Manager*

Sammamish Transportation Master Plan Survey

1. As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?

		Very <u>Essential</u> <u>important</u>	Somewhat <u>important</u>	Not at all <u>important</u>	Don't <u>know</u>
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to walk for recreation, exercise and enjoyment	4	3	2	1	DK
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to bicycle for recreation, exercise and enjoyment	4	3	2	1	DK
Make it safer and easier to ride the bus	4	3	2	1	DK
Reduce traffic congestion	4	3	2	1	DK
Increase traffic safety	4	3	2	1	DK
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	4	3	2	1	DK
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	4	3	2	1	DK

Appendix J: Statistically Valid Survey

2. The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.

	<u>Strongly Support</u>	<u>Support</u>	<u>Do NOT Support</u>	<u>Don't Know</u>
A. 228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	3	2	1	DK
B. Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way to North City Limits; install a signal at Sahalee Way and NE 28 th Place.....	3	2	1	DK
C. NE 22nd St: Add a new roadway connection between 244th Ave NE and 236th Ave NE.....	3	2	1	DK
D. 228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles.....	3	2	1	DK
E. NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE.....	3	2	1	DK
F. Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3	2	1	DK
G. SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.....	3	2	1	DK
H. SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE.....	3	2	1	DK
I. E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	3	2	1	DK
J. SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs.....	3	2	1	DK
K. 228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.....	3	2	1	DK
L. 228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	3	2	1	DK
M. Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3	2	1	DK
N. Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.....	3	2	1	DK
O. Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE.....	3	2	1	DK

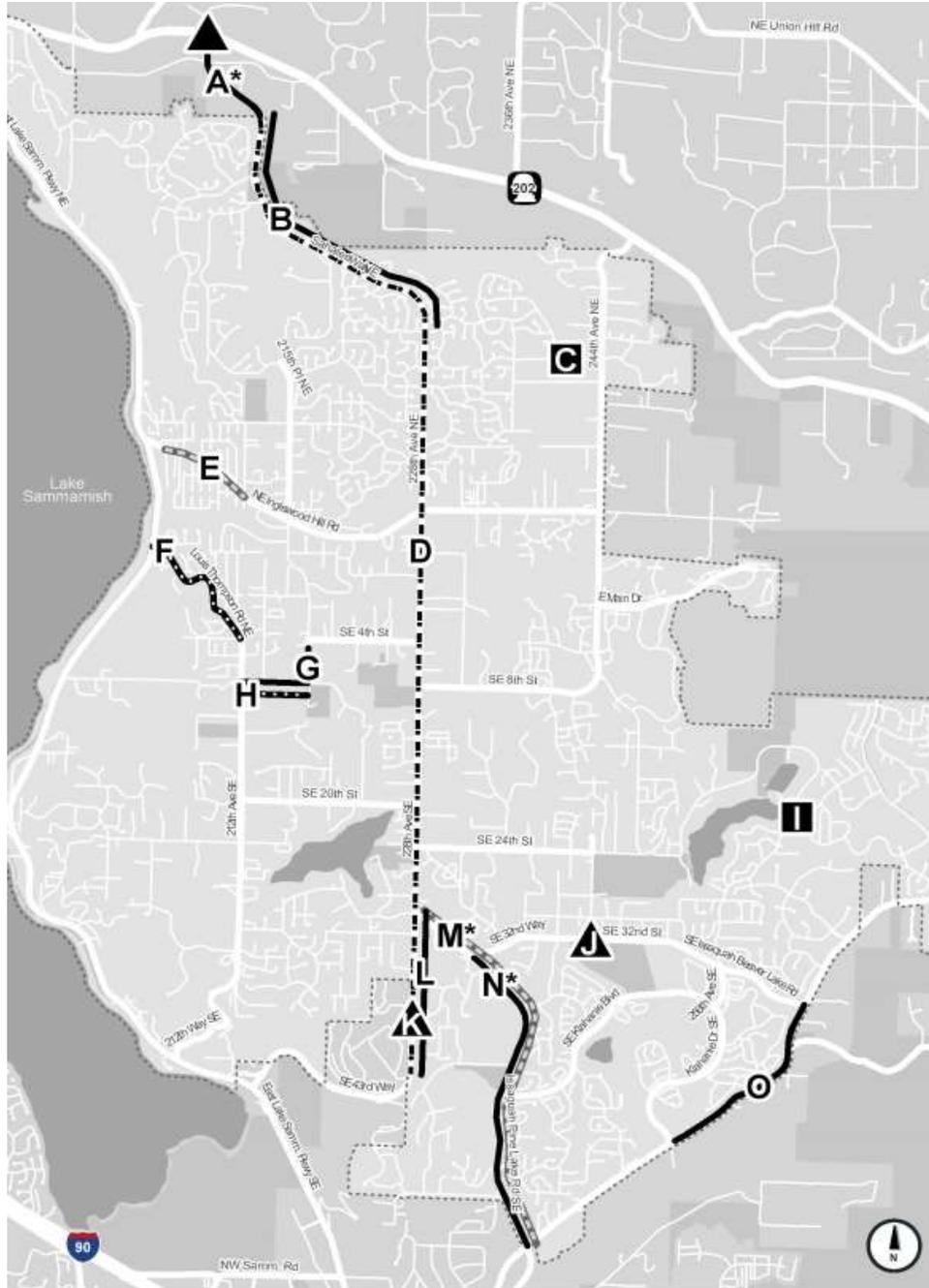
3. Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? [Using the letters in Question #2 above, please write in the letters below for your 1st, 2nd, 3rd, and 4th choices, or circle 'NONE'.]

1st: _____ 2nd: _____ 3rd: _____ 4th: _____ NONE

4. If there are other transportation projects you think the City should undertake, what are they?

Appendix J: Statistically Valid Survey

MAP OF PROJECTS:



- | | | |
|---------------------------|--------------------------|---|
| ▲ Intersection Project | — Roadway Project | 0 1/2 1 2
Miles |
| ■ Road Connection Project | - - - Pedestrian Project | |
| ⋯ City of Sammamish | ⋯ Transit Project | * These projects will require coordination with other municipalities to complete. |
| | ▬ Bicycle Project | |

Appendix J: Statistically Valid Survey

The Transportation Master Plan will identify many more needs than there are available resources so trade-offs will have to be made. The next four questions ask you to choose which you think is most important out of two or three options. We know that you may feel that all the options are important, but ask that you choose which ONE you feel is MOST important or that you MOST prefer for each of questions #5 through #8 below

5. To improve bus service, would you prefer to...
- Increase coverage:** Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.
 - Increase frequency:** Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.
6. To improve the safety and ease of bicycling and walking in the community, would you prefer to...
- Improve coverage:** Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.
 - Improve safety and quality:** Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.
7. To improve roads and traffic, would you prefer to...
- Improve connectivity:** Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.
 - Reduce congestion:** Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion.
 - Enhance safety for all users:** Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.
8. To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?
- Improve infrastructure:** Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.
 - Encourage alternative transportation:** Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.
 - Increase traffic enforcement:** Partner with school districts and police to enforce traffic laws specifically around schools.

These last questions are about you and your household. Again, all of your responses to this survey are completely anonymous and will be reported in group form only.

9. How many years have you lived in Sammamish?
- Less than 2 years
 - 2-5 years
 - 6-10 years
 - 11-20 years
 - 21-30 years
 - More than 30 years

10. Is your primary residence...
- Rented
 - Owned

11. How often do you . . .

	Every day	3-6 times a week	1-4 times a month	Less often
Walk	4	3	2	1
Bike	4	3	2	1
Take a bus	4	3	2	1
Drive	4	3	2	1

12. Are you Spanish, Hispanic or Latino?
- No
 - Yes

13. What is your race? (Please check all that apply.)
- American Indian or Alaskan Native
 - Asian, Asian Indian or Pacific Islander
 - Black or African American
 - White
 - Other

14. What language do you primarily speak at home?
- _____

15. In which category is your age?
- 18-24 years
 - 25-34 years
 - 35-44 years
 - 45-54 years
 - 55-64 years
 - 65 years or older

16. What is your gender?
- Female
 - Male
 - Identify another way

17. What is your current employment status?
- Employed part-time
 - Employed full-time
 - Unemployed
 - Student
 - Retired
 - Disability/unable to work

Thank you for completing this survey!
Please return it in the postage-paid envelope to:
National Research Center, Inc.,
PO Box 549, Belle Mead, NJ 08502

Appendix J: Statistically Valid Survey



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Dear City of Sammamish Resident:

Here’s a second chance if you haven’t already responded to the City of Sammamish 2019 Transportation Survey! Your participation in this survey is very important. (If you already completed the survey and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)

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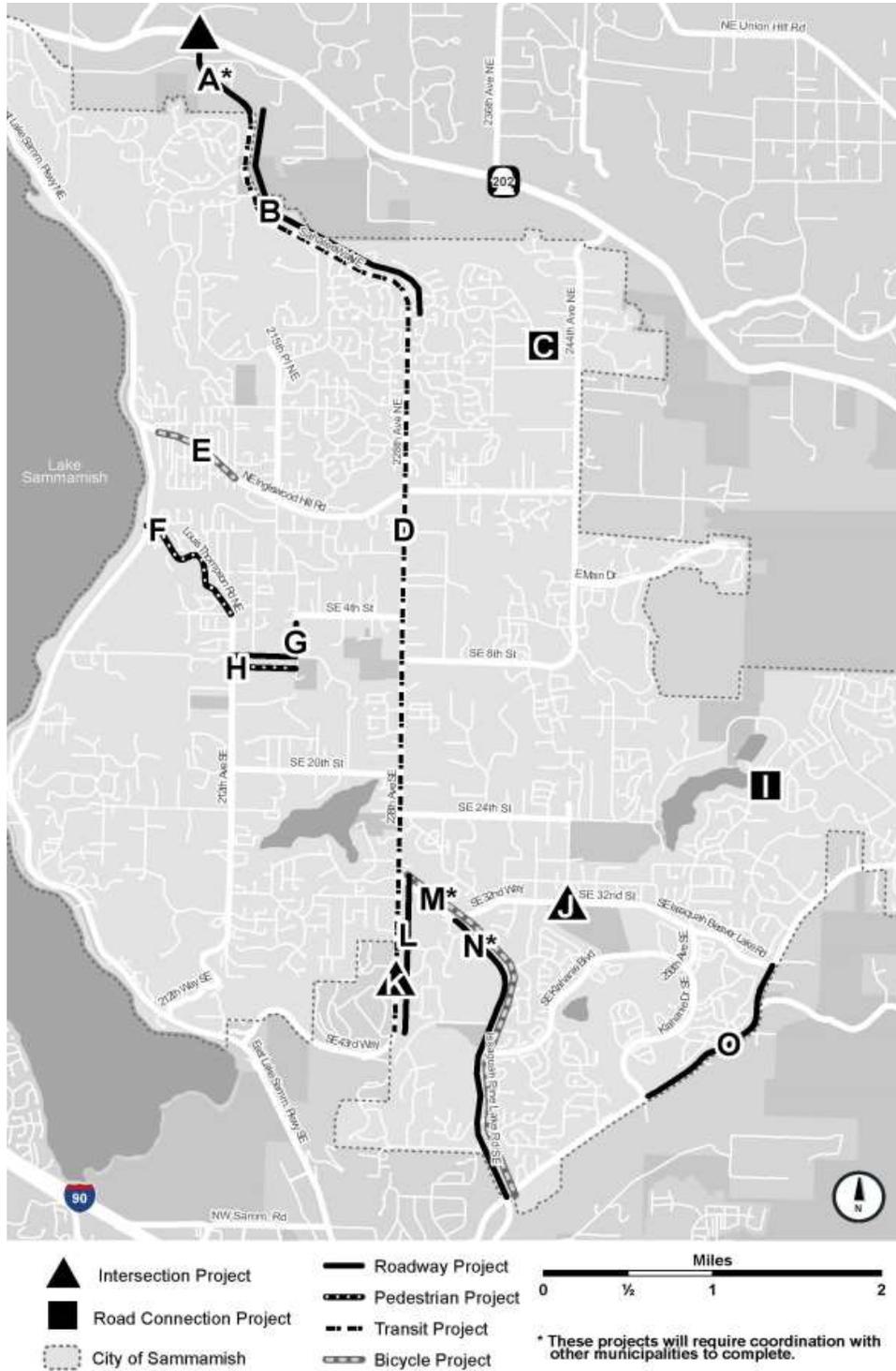
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MAP OF PROJECTS:



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- Male
- Identify another way

17. What is your current employment status?

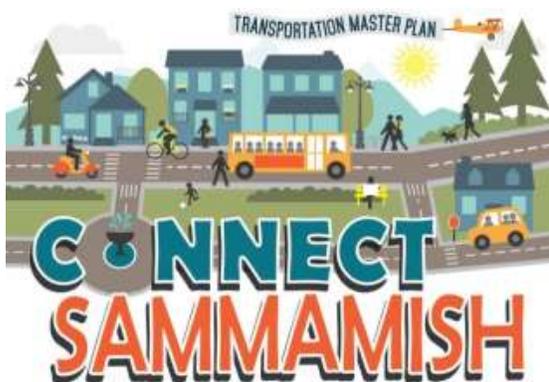
- Employed part-time
- Employed full-time
- Unemployed
- Student
- Retired
- Disability/unable to work

Thank you for completing this survey!
Please return it in the postage-paid envelope to:
National Research Center, Inc.,
PO Box 549, Belle Mead, NJ 08502



City of Sammamish 2019 Transportation Master Plan Survey Report of Results

December 2019



Prepared by:
 **National Research Center**
2955 Valmont Road, Suite 300; Boulder, CO 80301 • 303-444-7863 • n-r-c.com

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Executive Summary

Survey Background

The City of Sammamish 2019 Transportation Master Plan Survey gave residents the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish funded this research and contracted with National Research Center to implement the study.

The City of Sammamish 2019 Transportation Master Plan Survey was administered by mail to 3,000 randomly selected households within the city boundaries in October 2019. Of the approximately 2,941 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. Typical response rates to a broad resident survey of this type generally range from 12% to 30%.

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for this survey of 687 residents is plus or minus 3.7 percentage points around any given percent of responses reported for all survey respondents.

Those participating in the survey rated the importance of various goals for the Transportation Master Plan; gave feedback on their preferred approach to improving roads, enhancing school zone safety, improving bus service, and making it easier to bike and walk; and their support for various specific mobility improvement projects.

Key Findings

➤ **Reducing traffic congestion was residents’ top priority for the Transportation Master Plan.**

When asked to rate a number of priorities for the Transportation Plan, the one most likely to be considered essential was reducing traffic congestion, deemed essential by 73% of respondents. The next most important goal was considered essential by 20% fewer respondents; this was improving regional connectivity, deemed essential by 53% of respondents.

In choosing a preferred approach to improve roads and traffic, reducing congestion was highly preferred, with 6 in 10 respondents choosing this approach over improving connectivity (3 in 10 respondents) or enhancing safety for all users (1 in 10 respondents).

The mobility projects garnering the most support from respondents tended to be those that would add traffic lanes and vehicle turning lanes to intersections.

➤ **Improving regional connectivity was the second most important goal for residents, with increasing traffic safety following close behind.**

Just over half (53%) of respondents deemed this goal to be essential, with 8 in 10 respondents considering it very important or essential. Nearly half (46%) felt increasing traffic safety was essential, with three-quarters feeling it was very important or essential.

 City of Sammamish 2019 Transportation Master Plan Survey

Improving bus service and ease of walking were considered essential by about a third of respondents, with about 6 in 10 rating these as very important or essential. Ease of bicycle travel was a somewhat lower priority, with about 2 in 10 respondents considering this essential.

Shortening travel distances between destinations by improving street connectivity through such actions as reducing the number of barricades or replacing cul-de-sacs with through streets was considered essential by about 3 in 10 respondents, but about half of respondents considered this item only somewhat important or not at all important.

- **To improve the ease of bus travel, more residents preferred to increase the frequency of existing bus service (59%) than increase coverage of bus services to more of Sammamish's streets (41%).**

- **Residents' favored approach to improving the ease of walking and bicycling was to build enhanced sidewalks and bike lanes with features to add protection from traffic.**

Although building enhanced bicycling and walking facilities would mean that fewer sidewalks and bike lanes would be added overall, this was preferred by 57% of respondents. However, 43% of respondents would rather have more bicycling and walking facilities built even if they would be more basic, such as only a painted stripe to separate a bike lane from vehicle lanes.

- **Improvements to infrastructure around schools was the preferred strategy for increasing safety and reducing traffic congestion around schools.**

This strategy was chosen by 57% of respondents, compared to 29% who preferred encouraging use of alternative modes of transportation or 15% who preferred increasing traffic enforcement.

- **Of the 15 mobility projects for which opinions were solicited on the survey, all but one were supported by at least two-thirds of respondents.**

Over the course of the TMP and particularly during the August 2019 community outreach events, a large number of potential transportation capital improvement projects have been discussed. For the survey, a sampling of the projects that received the most community support during the August in-person events and on Connect Sammamish were included. These projects were selected to see if they also have majority support among a representative sample of residents. Fourteen of the 15 projects included in the survey garnered strong support from respondents.

- **The project with the strongest support was to improve the intersection of SR 202 and Sahalee Way.**

This was strongly supported by 5 in 10 respondents, and supported by another 4 in 10.

- **The other top-supported projects were those to widen corridors on Issaquah-Pine Lake Rd SE, Issaquah-Fall City Rd SE, 228th Ave SE and Sahalee Way NE.**

These projects were supported by more than 8 in 10 respondents.

- **The one corridor widening project with somewhat lower support was for 8th Street/218th Ave SE.**

However, support was still strong with two-thirds strongly supporting or supporting this project.

- **Projects with somewhat lower support were those that involved completing sidewalks, adding stop signs, adding bike lanes or adding new roadway connections.**

Again, these projects did have support from two-thirds of residents.

- **Adding Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through traffic lights before other vehicles mustered the least support.**

Only about half of residents supported this project.

Survey Background

Survey Purpose

The City of Sammamish is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City's transportation vision and goals over the next 20 years. The TMP will provide a strategic framework and prioritized investments to help improve how residents and visitors get around town. In doing so, there are several issues and needs to consider when deciding how and where to spend limited resources. These include:

- Addressing the challenges of growth on the transportation network;
- Promoting safety for all users;
- Developing a long-term, sustainable financing plan;
- Finding a way to achieve a connected road network while maintaining neighborhood character;
- Integrating new technologies; and
- Finding ways to partner with transit agencies, school districts, regional partners, and others to meet the community's most pressing transportation-related needs.

The City of Sammamish 2019 Transportation Master Plan Survey gave residents the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish funded this research and contracted with National Research Center (NRC) to implement the study.

Survey Methods

The City of Sammamish 2019 Transportation Master Plan Survey was administered by mail to 3,000 randomly selected households within the city boundaries in October 2019. Of the approximately 2,941 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. Typical response rates to a broad resident survey of this type generally range from 12% to 30%.

It is customary to describe the precision of estimates made from surveys by a "level of confidence" (or margin of error). The 95 percent confidence level for this survey of 687 residents is plus or minus 3.7 percentage points around any given percent of responses reported for all survey respondents.

For comparisons among subgroups, the margin of error is less precise and rises to approximately plus or minus 5% around any given *percent* for subgroup sizes of 400 to plus or minus 10% for sample sizes of 100, and for smaller subgroup sizes (i.e., 50), the margin of error rises to 14%. Survey results were weighted so that age, gender and housing tenure (rent versus own) were represented in the proportions reflective of the entire community. (For more information on the survey methodology, see *Appendix E: Survey Methodology*. A copy of the questionnaire and mailing materials are included in *Appendix F: Survey Materials*.)

Reporting the Results

Rounding

When a figure for a question that only permitted a single response does not total to exactly 100%, it is due to the common practice of percentages being rounded to the nearest whole number.

Don't Know Responses

On two of the questions in the survey, respondents could give an answer of “don't know.” The proportion of respondents giving this reply is shown in the full set of responses included in *Appendix A: Full Set of Responses to Each Survey Question, Statistically Valid Survey* and is noted in the tables and figures in the body of this report if it is 20% or greater. However, these responses have been removed from the analyses presented in the body of the report. In other words, the majority of the figures in the body of the report display the responses from respondents who had an opinion about a specific item.

Comparing Survey Results by Geographic and Demographic Subgroups

Selected survey results were compared by demographic characteristics of survey respondents and geographic area of residence. These results can be found in *Appendix B: Crosstabulations of Selected Survey Responses by Respondent Characteristics*.

Open Participation Survey

In addition to the statistically valid survey described above conducted with a probability sample, an open participation survey was conducted. After the third mailing, the City publicized the opportunity for any resident to participate in the survey. The survey was hosted by National Research Center on SurveyGizmo. A total of 167 completed surveys were obtained. These results are shown in *Appendix C: Full Set of Responses to Each Survey Question, Open Participation Survey*, and compared to the statistically valid survey in *Appendix D: Comparison of Statistically Valid and Open Participation Survey Responses*. However, the body of the report is based only on the results from the statistically valid survey.

Transportation Master Plan Goals

Residents started the survey by rating how important they felt it was for the Sammamish Transportation Master Plan (TMP) to achieve various goals.

Far and away, the most important goal to respondents was reducing traffic congestion; about three-quarters considered this essential, and another 20% felt it was very important (see Figure 1 on the next page). Only 7% of respondents rated reducing traffic congestion as somewhat or not at all important.

Over half of respondents believed it essential that implementation of the Transportation Master Plan result in improved connections between Sammamish and other parts of the region, with another one-quarter considering this very important. Only 20% considered this only somewhat important or not at all important.

Nearly half (46%) of respondents thought it was essential to increase traffic safety, with another 30% deeming this very important. About one-quarter of respondents thought this was only somewhat important or not at all important.

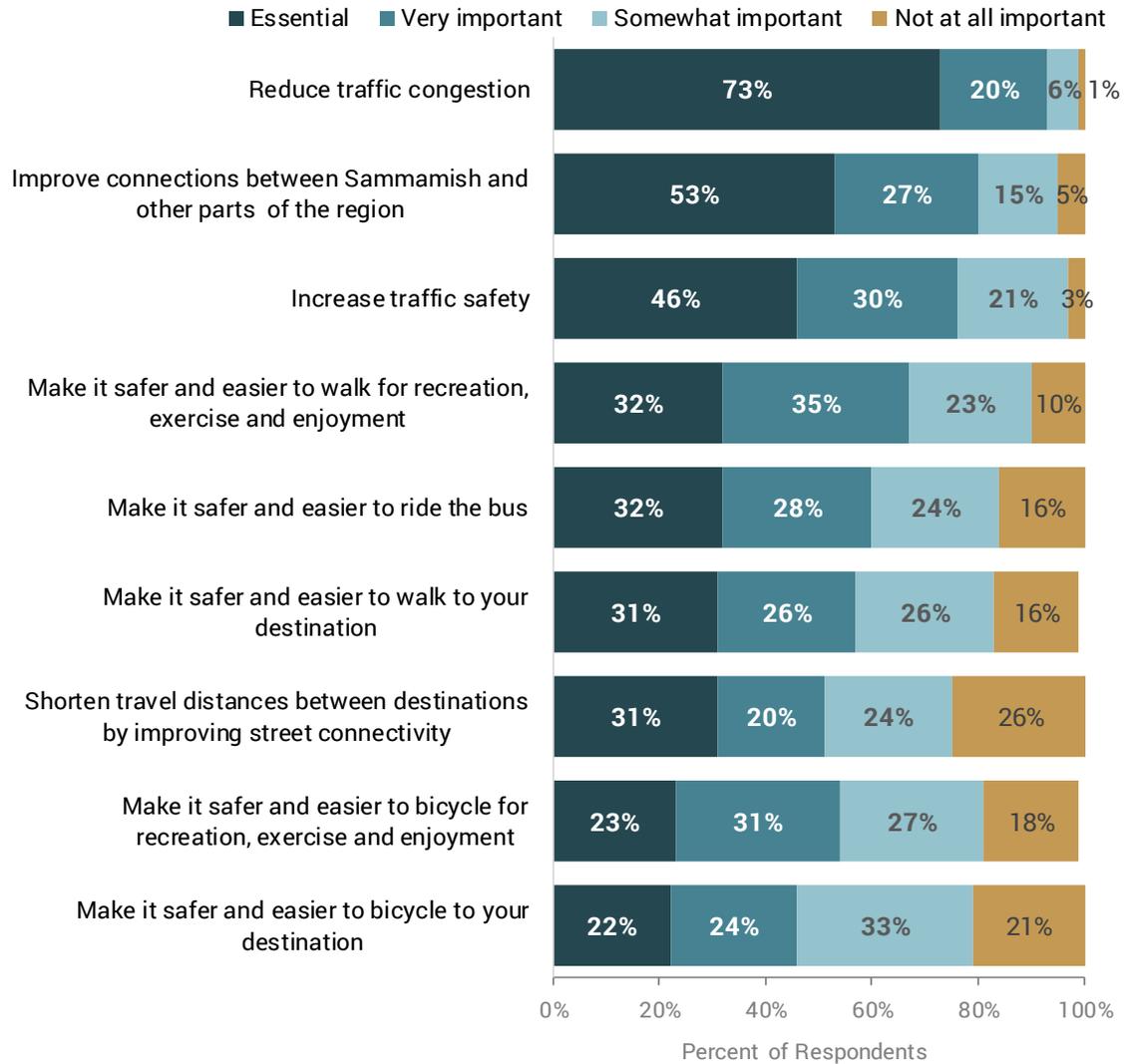
There were four goals that were considered at least very important by over half of respondents and that were considered essential by about 3 in 10 respondents; these were: making it safer and easier to walk for recreation, exercise and enjoyment; making it safer and easier to ride the bus, making it safer and easier to walk to destinations and shortening travel distances between destinations by improving street connectivity. For that last one, though, there were one-quarter of respondents who thought that was not at all important.

Improving bicycling was considered less important than the other options, but was nevertheless considered essential by about 2 in 10 respondents. Making it safer and easier to bicycle for recreation, exercise and enjoyment was considered at least very important by over half (54%) of respondents, while making it safer and easier to bicycle to destinations was considered at least very important by 46% of respondents.

City of Sammamish 2019 Transportation Master Plan Survey

Figure 1: Importance of Various Transportation Master Plan Potential Goals

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?



 City of Sammamish 2019 Transportation Master Plan Survey

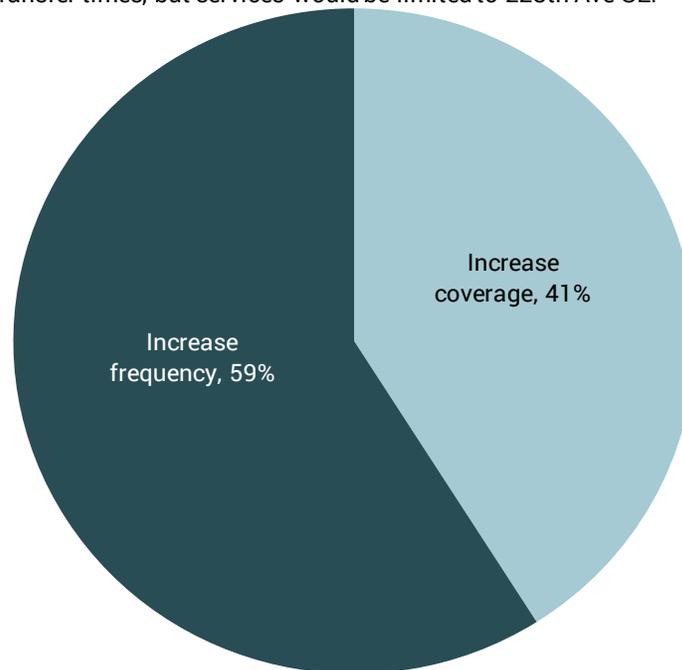
In addition to rating the importance of various goals for the TMP, those participating in the survey were asked to make trade-offs, as more needs are identified than there are available resources to resolve them all.

When asked whether they would prefer bus service be improved by increasing coverage so that more areas of the city would be served by a bus, or by increasing the frequency of the existing bus services, a majority of respondents (59%) preferred increasing frequency. However, about 4 in 10 respondents preferred increasing coverage.

Figure 2: Preferred Approach to Improve Bus Service

To improve bus service, would you prefer to...

- **Increase coverage:** Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.
- **Increase frequency:** Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.



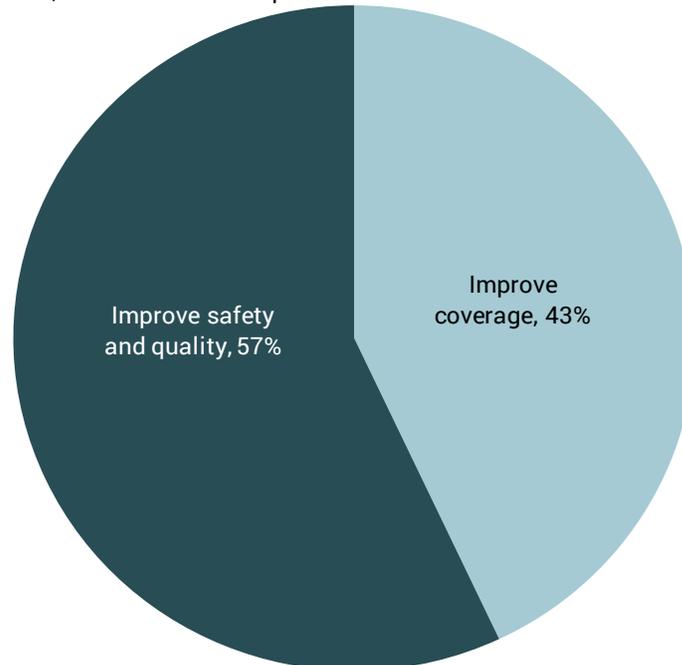
 City of Sammamish 2019 Transportation Master Plan Survey

Respondents' preferred approach to improving the ease of bicycling and walking in Sammamish was to build high-quality active transportation facilities such as sidewalks and bike lanes with enhanced protection, rather than maximizing coverage by building more miles of basic sidewalks and bike lanes. About 57% preferred building fewer of the more enhanced facilities, while a still substantial minority of 43% preferred improving coverage with more miles of basic facilities.

Figure 3: Preferred Approach to Improve Safety and Ease of Bicycling and Walking

To improve the safety and ease of bicycling and walking in the community, would you prefer to...

- **Improve coverage:** Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.
- **Improve safety and quality:** Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.



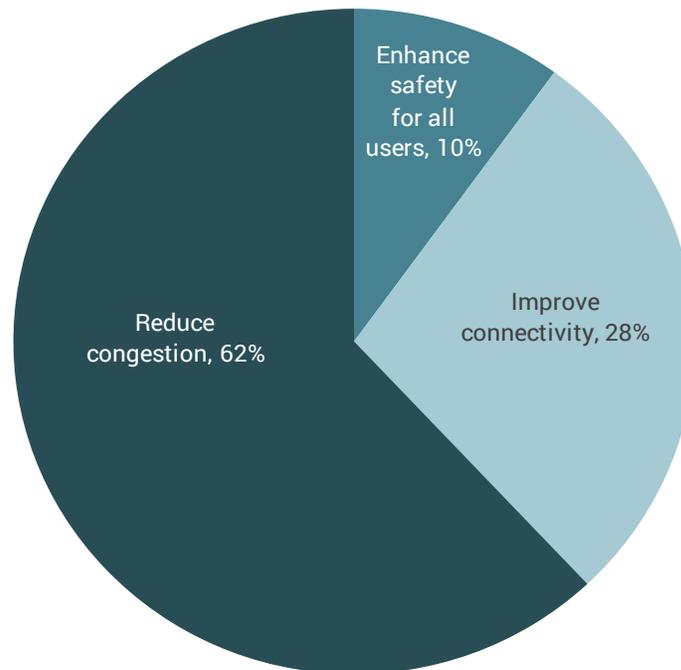
 City of Sammamish 2019 Transportation Master Plan Survey

A large majority of respondents, about 6 in 10, prioritized reducing congestion as the goal of improving roads and traffic, with 3 in 10 preferring improving connectivity and 1 in 10 preferring to improve safety. As noted earlier, reducing congestion was the TMP goal considered most important by respondents, with about three-quarters considering it an essential outcome of the TMP implementation. Clearly, most (but not all) of these respondents would place this as the highest priority even over improving connectivity and enhancing safety for all users.

Figure 4: Preferred Approach to Improve Roads and Traffic

To improve roads and traffic, would you prefer to...

- **Improve connectivity:** Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.
- **Reduce congestion:** Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion.
- **Enhance safety for all users:** Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.



 City of Sammamish 2019 Transportation Master Plan Survey

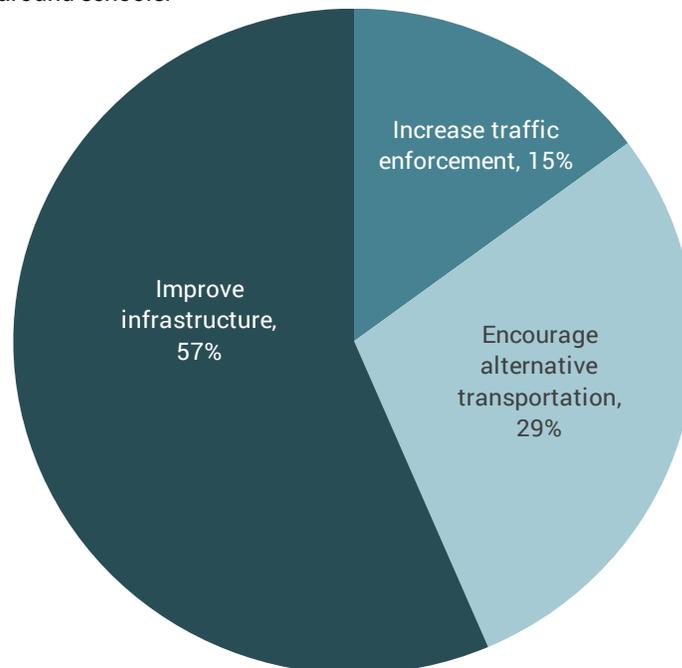
Improvements to infrastructure around schools was the preferred strategy for increasing safety and reducing traffic congestion around schools; this was chosen by 57% of respondents, compared to 29% who preferred encouraging use of alternative modes of transportation to access schools or 15% who preferred increasing traffic enforcement around schools.

The infrastructure upgrades mentioned in the survey included improved signal timing, more and better sidewalks and more and better crosswalks and pedestrian signals.

Figure 5: Preferred Approach to Increasing Safety and Reducing Traffic Congestion around Schools

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?

- **Improve infrastructure:** Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.
- **Encourage alternative transportation:** Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.
- **Increase traffic enforcement:** Partner with school districts and police to enforce traffic laws specifically around schools.



Mobility Projects

Many opportunities for community input into the TMP have been provided throughout its development, including workshops and online exercises. A large number of potential transportation capital improvement projects have been discussed. For the survey, 15 of the most popular projects were included, to see if these projects also have majority support among a representative sample of residents. For each, respondents could say whether they strongly supported, supported or did not support the project, and then could choose four of the 15 as those they considered the highest priority. A map showing the locations of the 15 projects was provided on the survey and can also be found on the next page.

Of the 15 projects rated, all but one had strong support or support from two-thirds or more of respondents (see Figure 7 starting on page 14). Project D, the 228th Ave Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles was not supported by 50% of respondents, with 16% strongly supporting it and 33% somewhat supporting it.

Project A, to coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way, was strongly supported by 5 in 10 respondents, with another 4 in 10 supporting it.

Three other projects were strongly supported by 45% or more of respondents, and supported by 85% or more of respondents; these were:

- Project N: Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.
- Project O: Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE
- Project L: 228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way

Project B to widen Sahalee Way NE to three lanes and add other enhancements was strongly supported by nearly 4 in 10 respondents.

These five projects were also the ones most likely to be chosen as one of respondents' top four most important projects. About 2 in 10 chose Project A improvements to the intersection of SR202 and Sahalee Way as their top most important project, while about 1 in 10 chose Projects N, O, L and B as their most important project (see Figure 8 starting on page 16). Nearly half chose Projects A or N as one of their top four projects (45% and 47%, respectively), while 37% each chose Projects L, O or B as one of their top 4 projects.

Figure 6: Map of Potential Transportation Projects



* These projects will require coordination with other municipalities to complete.

Figure 7: Support for Various Transportation Improvement Projects, part 1

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please rate how much, if at all, you support each of the following projects in the list below. *(Projects in this figure are sorted by percent reporting they strongly support a project.)*

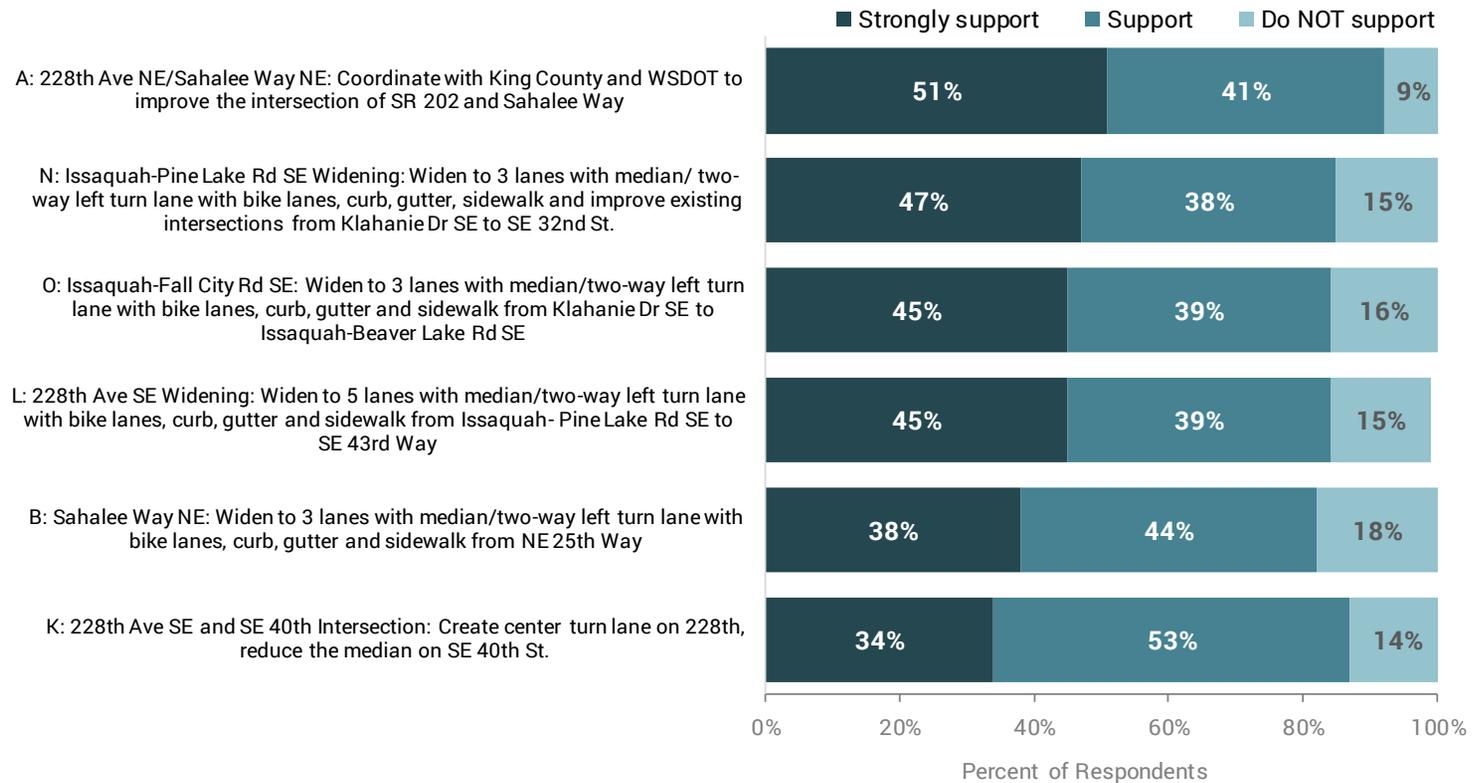


Figure 7: Support for Various Transportation Improvement Projects, part 2

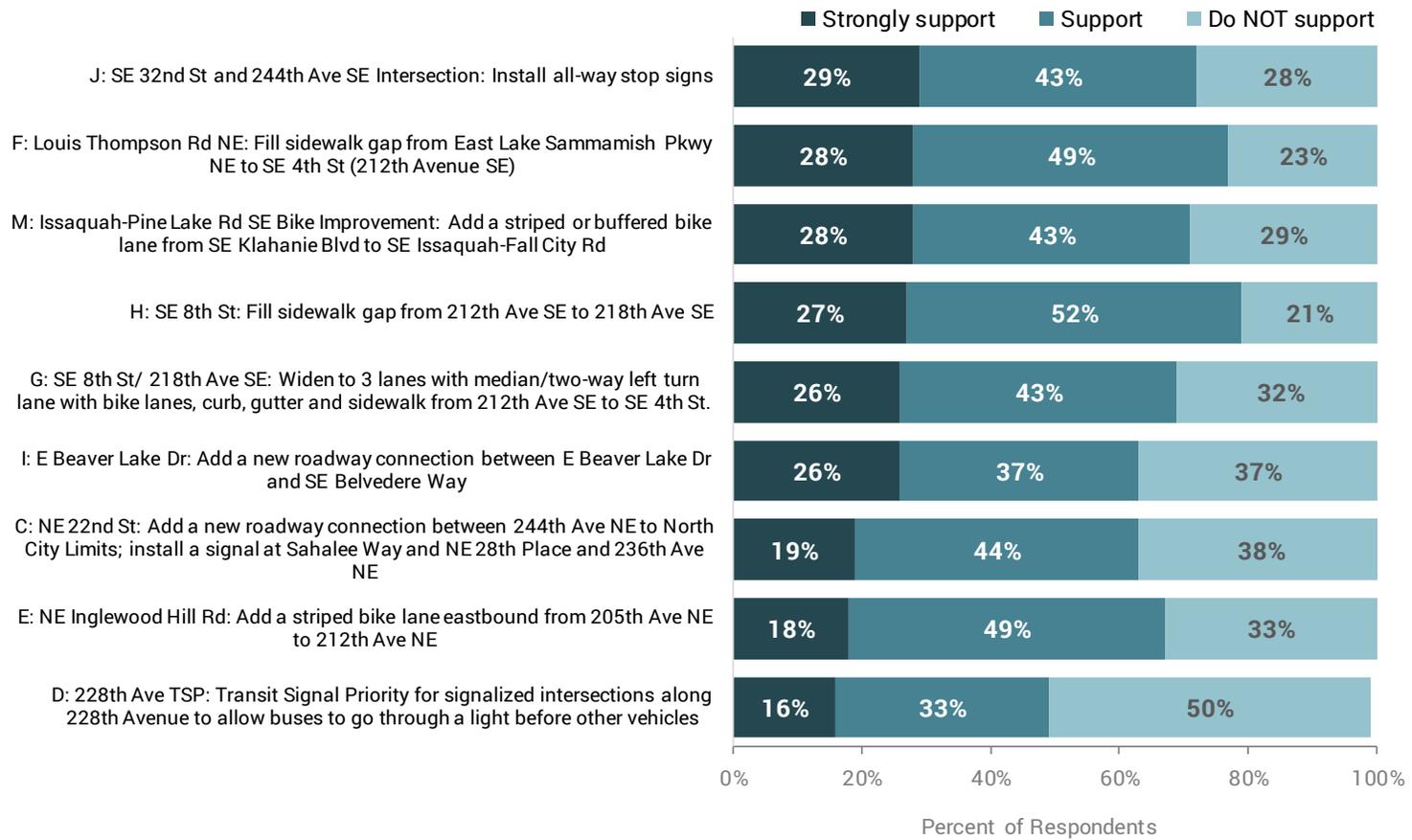


Figure 8: Importance of Various Transportation Improvement Projects, part 1

Which FOUR of the projects from the list are MOST IMPORTANT to your household?
(Projects sorted by percent choosing each as the most important.)

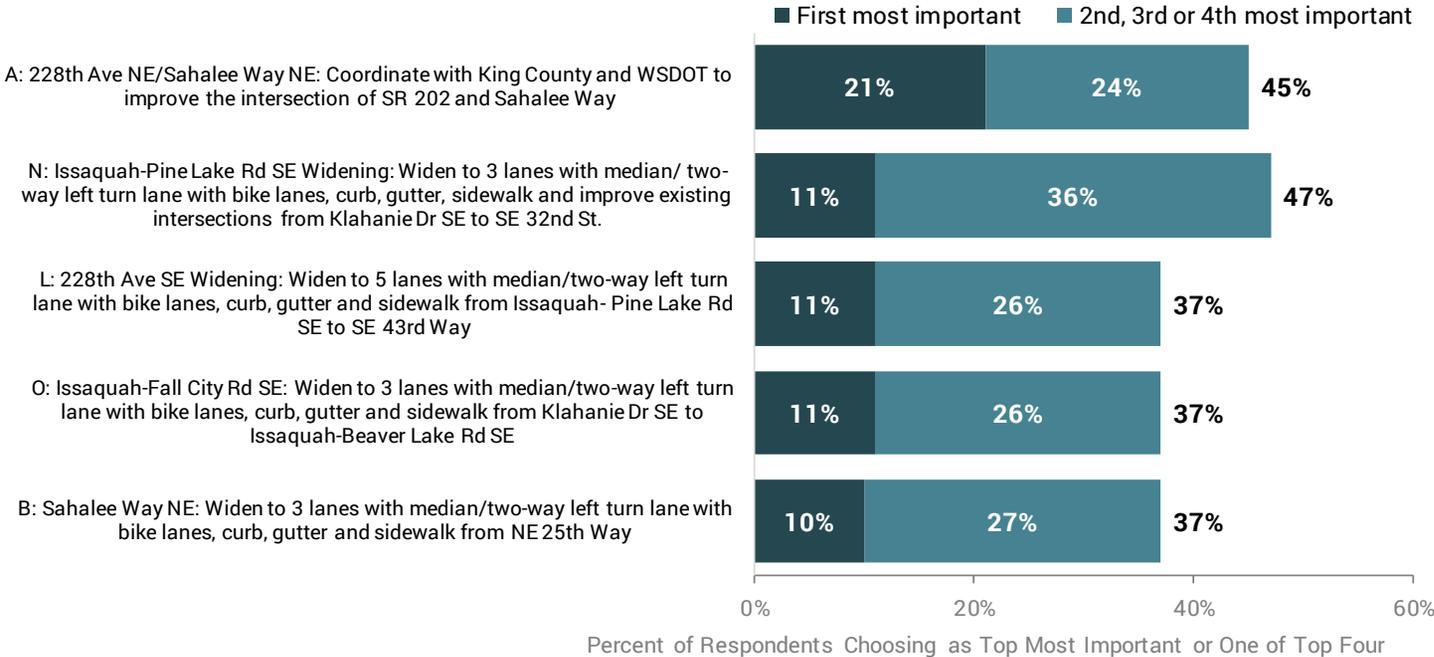
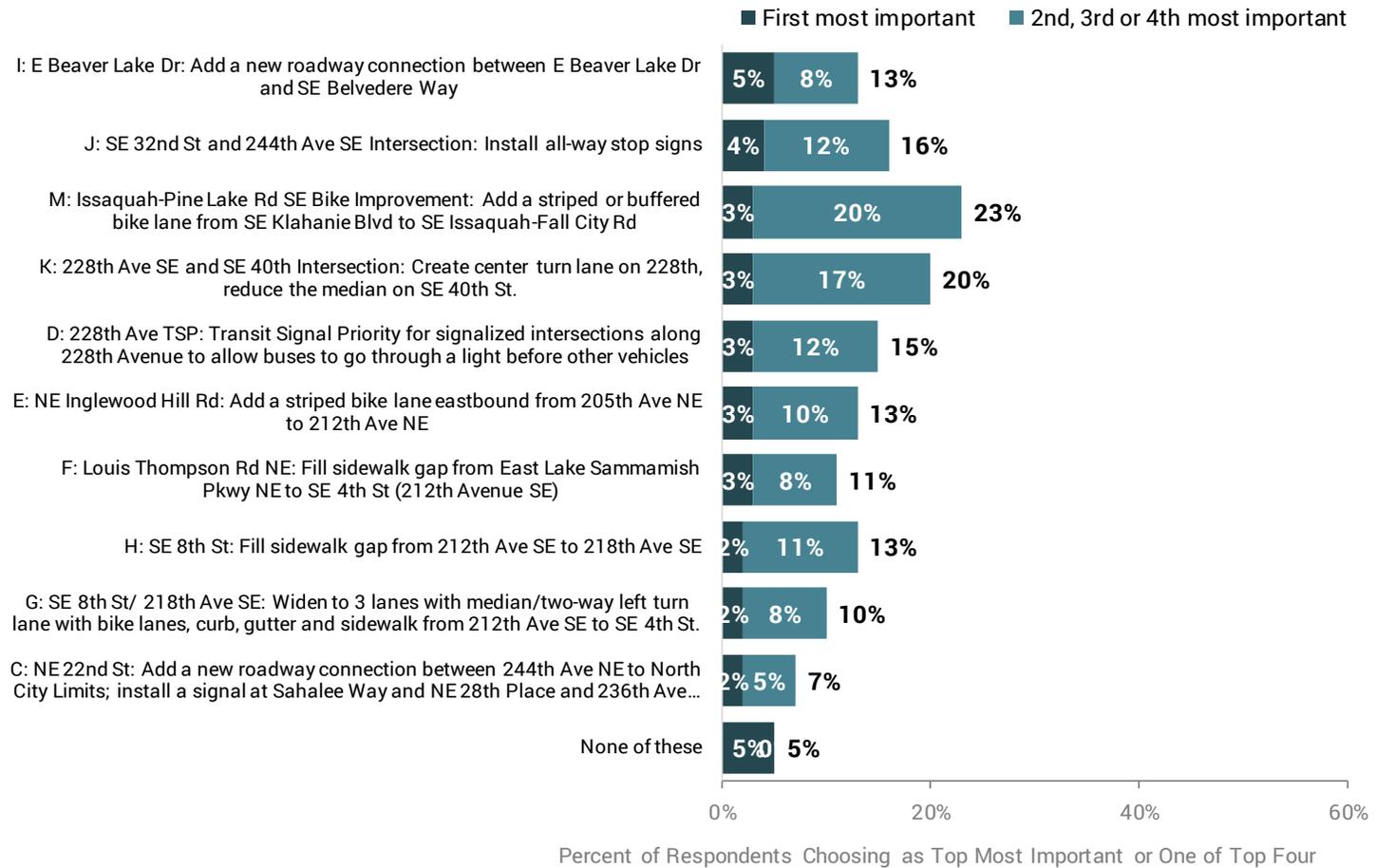


Figure 8: Importance of Various Transportation Improvement Projects, part 2

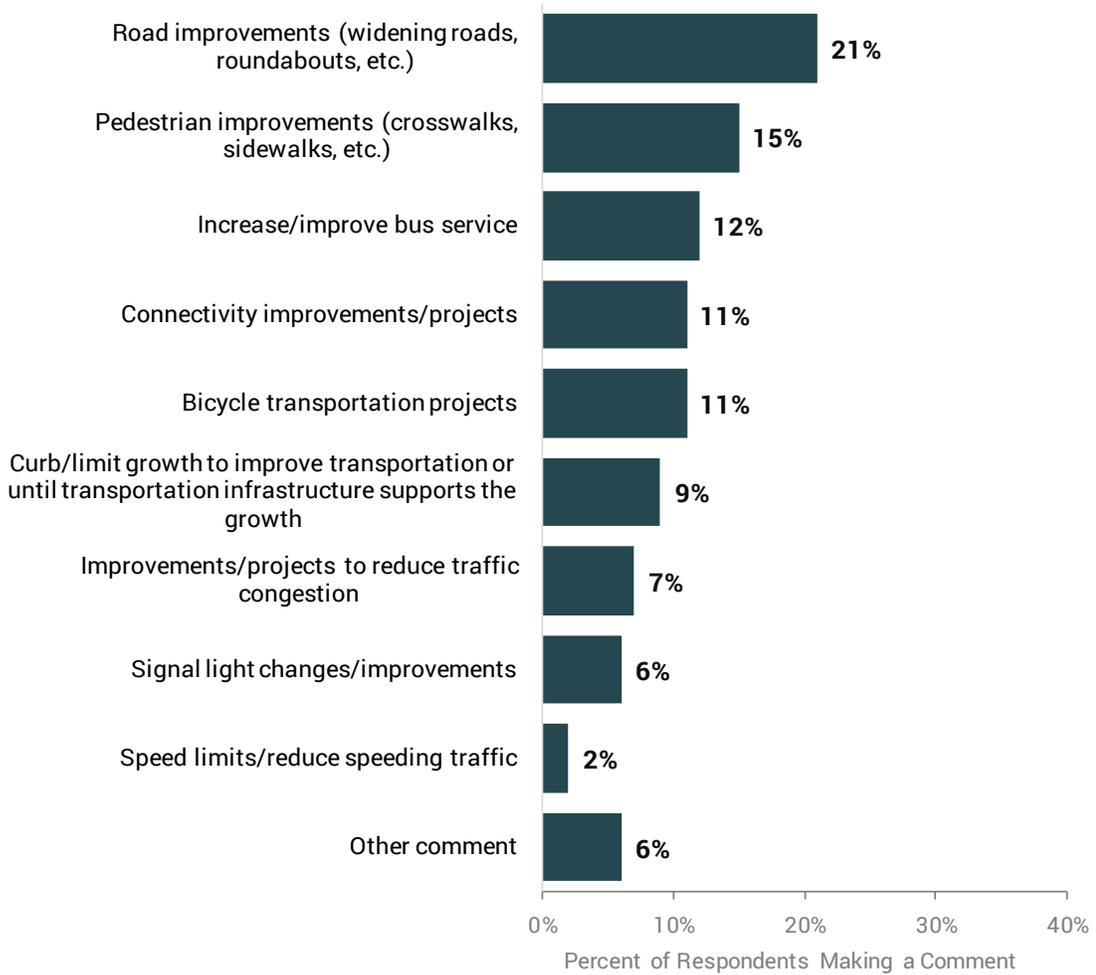


City of Sammamish 2019 Transportation Master Plan Survey

Respondents could also write in other projects they thought should be included in the TMP. Of the 687 respondents who participated in the survey, 278 chose to write in a project (other than “none” or “don’t know.”) These responses can be found in the section *Verbatim Responses to Question #4: If there are other transportation projects you think the City should undertake, what are they?* in *Appendix A: Full Set of Responses to Each Survey Question, Statistically Valid Survey* starting on page 41. These projects were examined and classified into broad categories of types of projects. Different kinds of road improvements were the most common type of project mentioned, followed by pedestrian improvements, improvements to bus service and connectivity improvements.

Figure 9: Other Projects

If there are other transportation projects you think the City should undertake, what are they?*



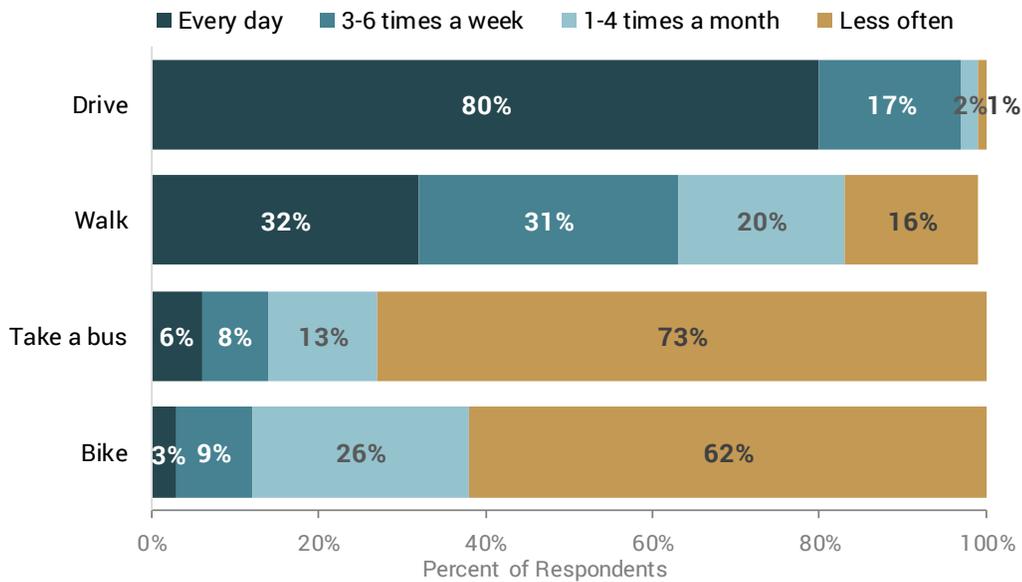
Current Travel Behavior

Those completing the survey were asked about their current travel behavior. Nearly all respondents (97%) reported that they drove at least three times a week, with 8 in 10 respondents driving every day.

Nearly two-thirds of respondents reported walking at least three times a week, and only 16% said they walk less often than once a month. However, about three-quarters of respondents ride the bus less than once a month and two-thirds bicycle less than once a month. Fourteen percent of respondents ride the bus at least three times a week and 12% ride a bike at least three times a week.

Figure 10: Current Travel Behavior

How often do you...



As might be expected, those who are more frequent users of modes other than driving placed a higher priority on TMP goals to make it easier to walk, bicycle and ride the bus (see Table 36 and Table 37 in the section *Selected Survey Responses by Travel Mode Use* in Appendix B: *Crosstabulations of Selected Survey Responses by Respondent Characteristics*).

Current bus users preferred increasing bus service frequency over increasing bus service coverage to an even greater extent than did those who ride infrequently (68% vs. 56%, see Table 43). Current bus riders were also about as likely to prefer encouraging alternate transportation as improvements in infrastructure (44% and 46% respectively), while those who rode the bus less frequently were more likely to place greater importance on improving infrastructure (61%) and less likely to consider it important to increase bus service (23%, see Table 46).

Appendix A: Full Set of Responses to Each Survey Question, Statistically Valid Survey

The full set of responses from the respondents to the statistically valid survey for each survey question are displayed in the tables in this appendix. Some questions included a “don’t know” response option. These responses have been removed from the analyses presented in the body of the report, unless otherwise indicated. In other words, the majority of the figures in the body of the report display the responses from respondents who had an opinion about a specific item.

For questions that included a “don’t know” response, two sets of tables are provided in this appendix: the first with the “don’t know” responses included, to allow examination of the magnitude of unfamiliarity with certain items; and the second with the “don’t know” responses excluded, to show the proportion of respondents with an opinion giving a response.

Each table displays the proportion of respondents (% or Percent) and number of respondents (N or Number) who gave each response. It should be noted that these proportions and numbers are the weighted percents and numbers. See *Appendix E: Survey Methodology* for more information about weighting.

Table 1: Question #1 with don't know responses

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	31%	N=207	26%	N=177	26%	N=176	16%	N=109	1%	N=5	100%	N=675
Make it safer and easier to walk for recreation, exercise and enjoyment	32%	N=217	34%	N=233	23%	N=156	10%	N=66	1%	N=5	100%	N=678
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	22%	N=148	23%	N=156	32%	N=216	21%	N=142	2%	N=14	100%	N=676
Make it safer and easier to bicycle for recreation, exercise and enjoyment	23%	N=152	31%	N=208	27%	N=178	18%	N=122	1%	N=9	100%	N=668
Make it safer and easier to ride the bus	31%	N=208	27%	N=182	24%	N=159	15%	N=101	2%	N=14	100%	N=664
Reduce traffic congestion	73%	N=491	20%	N=136	6%	N=42	1%	N=5	0%	N=1	100%	N=675
Increase traffic safety	46%	N=304	30%	N=201	21%	N=140	3%	N=20	0%	N=3	100%	N=668
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	30%	N=204	19%	N=128	23%	N=155	25%	N=168	3%	N=18	100%	N=672

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Don't know		Total	
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	53%	N=359	26%	N=179	14%	N=98	5%	N=37	1%	N=4	100%	N=677

Table 2: Question #1 without don't know responses

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Total	
	%	N	%	N	%	N	%	N	%	N
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	31%	N=207	26%	N=177	26%	N=176	16%	N=109	100%	N=670
Make it safer and easier to walk for recreation, exercise and enjoyment	32%	N=217	35%	N=233	23%	N=156	10%	N=66	100%	N=673
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	22%	N=148	24%	N=156	33%	N=216	21%	N=142	100%	N=662
Make it safer and easier to bicycle for recreation, exercise and enjoyment	23%	N=152	31%	N=208	27%	N=178	18%	N=122	100%	N=659
Make it safer and easier to ride the bus	32%	N=208	28%	N=182	24%	N=159	16%	N=101	100%	N=650
Reduce traffic congestion	73%	N=491	20%	N=136	6%	N=42	1%	N=5	100%	N=674
Increase traffic safety	46%	N=304	30%	N=201	21%	N=140	3%	N=20	100%	N=665
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	31%	N=204	20%	N=128	24%	N=155	26%	N=168	100%	N=655
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	53%	N=359	27%	N=179	15%	N=98	5%	N=37	100%	N=673

Table 3: Question #2 with don't know responses

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Don't know		Total	
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	44%	N=296	36%	N=239	8%	N=51	12%	N=83	100%	N=670
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	33%	N=221	37%	N=251	15%	N=103	15%	N=98	100%	N=673
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	10%	N=65	23%	N=153	20%	N=134	47%	N=309	100%	N=661
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	13%	N=88	26%	N=177	40%	N=270	20%	N=135	100%	N=670
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	14%	N=91	37%	N=247	25%	N=167	25%	N=165	100%	N=671
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	20%	N=132	34%	N=232	17%	N=112	29%	N=198	100%	N=674

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Don't know		Total	
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	17%	N=112	28%	N=187	21%	N=138	35%	N=230	100%	N=667
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	19%	N=127	37%	N=245	15%	N=100	29%	N=197	100%	N=669
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	17%	N=114	24%	N=158	24%	N=159	36%	N=239	100%	N=669
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	20%	N=130	29%	N=193	19%	N=127	32%	N=215	100%	N=664
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	26%	N=170	40%	N=265	10%	N=69	24%	N=159	100%	N=664
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	41%	N=273	35%	N=238	14%	N=92	10%	N=71	100%	N=673
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	23%	N=157	35%	N=239	24%	N=163	17%	N=115	100%	N=675

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Don't know		Total	
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	42%	N=283	33%	N=226	13%	N=91	12%	N=80	100%	N=680
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	37%	N=254	33%	N=222	13%	N=90	16%	N=111	100%	N=677

Table 4: Question #2 without don't know responses

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Total	
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	51%	N=296	41%	N=239	9%	N=51	100%	N=587
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	38%	N=221	44%	N=251	18%	N=103	100%	N=575
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	19%	N=65	44%	N=153	38%	N=134	100%	N=353
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	16%	N=88	33%	N=177	50%	N=270	100%	N=535
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	18%	N=91	49%	N=247	33%	N=167	100%	N=505
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	28%	N=132	49%	N=232	23%	N=112	100%	N=475
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	26%	N=112	43%	N=187	32%	N=138	100%	N=437
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	27%	N=127	52%	N=245	21%	N=100	100%	N=472
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	26%	N=114	37%	N=158	37%	N=159	100%	N=431

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Total	
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	29%	N=130	43%	N=193	28%	N=127	100%	N=449
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	34%	N=170	53%	N=265	14%	N=69	100%	N=505
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	45%	N=273	39%	N=238	15%	N=92	100%	N=602
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	28%	N=157	43%	N=239	29%	N=163	100%	N=560
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	47%	N=283	38%	N=226	15%	N=91	100%	N=600
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	45%	N=254	39%	N=222	16%	N=90	100%	N=567

Table 5: Question #3

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	21%	N=137	11%	N=69	6%	N=42	7%	N=46	55%	N=362	100%	N=656
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	10%	N=66	15%	N=100	5%	N=31	7%	N=45	63%	N=414	100%	N=656
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	N=13	1%	N=8	3%	N=22	1%	N=10	92%	N=602	100%	N=656
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	N=21	2%	N=10	6%	N=37	4%	N=27	85%	N=559	100%	N=656

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	3%	N=22	3%	N=18	3%	N=21	4%	N=25	87%	N=570	100%	N=656
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	N=20	3%	N=17	3%	N=20	2%	N=16	89%	N=584	100%	N=656
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	2%	N=14	2%	N=15	3%	N=21	3%	N=17	90%	N=588	100%	N=656
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	2%	N=13	4%	N=23	4%	N=28	3%	N=18	88%	N=574	100%	N=656
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	5%	N=32	2%	N=15	4%	N=23	2%	N=12	87%	N=573	100%	N=656
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	N=25	3%	N=22	5%	N=32	4%	N=23	84%	N=553	100%	N=656

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	3%	N=18	4%	N=29	7%	N=46	6%	N=37	80%	N=525	100%	N=656
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	11%	N=71	8%	N=55	10%	N=65	8%	N=54	63%	N=411	100%	N=656
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3%	N=22	6%	N=36	8%	N=51	6%	N=39	77%	N=507	100%	N=656
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	11%	N=73	15%	N=99	11%	N=69	10%	N=66	53%	N=348	100%	N=656

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	11%	N=74	12%	N=79	7%	N=46	7%	N=47	63%	N=410	100%	N=656
None	5%	N=35	0%	N=0	0%	N=0	0%	N=0	95%	N=621	100%	N=656

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Table 6: Question #4 with “don’t know” responses

If there are other transportation projects you think the City should undertake, what are they?*	Percent	Number
Increase/improve bus service	12%	N=34
Pedestrian improvements (crosswalks, sidewalks, etc.)	14%	N=41
Signal light changes/improvements	6%	N=18
Road improvements (widening roads, roundabouts, etc.)	21%	N=60
Bicycle transportation projects	10%	N=30
Connectivity improvements/projects	11%	N=31
Improvements/projects to reduce traffic congestion	7%	N=19
Speed limits/reduce speeding traffic	2%	N=7
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	8%	N=24
Other comment	5%	N=16
None/Don't know	3%	N=10
Total	100%	N=288

* Note: Respondents could write in a response to this question in their own words. These verbatim responses can be found starting on page 41. The comments were classified into these broad categories.

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Table 7: Question #4 (coded) without “don’t know” responses

If there are other transportation projects you think the City should undertake, what are they?	Percent	Number
Increase/improve bus service	12%	N=34
Pedestrian improvements (crosswalks, sidewalks, etc.)	15%	N=41
Signal light changes/improvements	6%	N=18
Road improvements (widening roads, roundabouts, etc.)	21%	N=60
Bicycle transportation projects	11%	N=30
Connectivity improvements/projects	11%	N=31
Improvements/projects to reduce traffic congestion	7%	N=19
Speed limits/reduce speeding traffic	2%	N=7
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	9%	N=24
Other comment	6%	N=16
Total	100%	N=278

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Table 8: Question #5

To improve bus service, would you prefer to...	Percent	Number
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	41%	N=240
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	59%	N=341
Total	100%	N=581

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Table 9: Question #6

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Percent	Number
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	43%	N=263
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	57%	N=353
Total	100%	N=616

Table 10: Question #7

To improve roads and traffic, would you prefer to...	Percent	Number
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	28%	N=180
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion.	62%	N=392
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	10%	N=65
Total	100%	N=636

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Table 11: Question #8

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Percent	Number
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	57%	N=360
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	29%	N=182
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	15%	N=92
Total	100%	N=634

Table 12: Question #9

How many years have you lived in Sammamish?	Percent	Number
Less than 2 years	11%	N=75
2-5 years	17%	N=113
6-10 years	15%	N=98
11-20 years	29%	N=189
21-30 years	15%	N=100
More than 30 years	12%	N=78
Total	100%	N=652

Table 13: Question #10

Is your primary residence...	Percent	Number
Rented	13%	N=83
Owned	87%	N=560
Total	100%	N=643

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Table 14: Question #11

How often do you...	Less often		1-4 times a month		3-6 times a week		Every day		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Walk	16%	N=98	20%	N=123	31%	N=190	32%	N=194	100%	N=604
Bike	62%	N=357	26%	N=149	9%	N=53	3%	N=17	100%	N=576
Take a bus	73%	N=429	13%	N=77	8%	N=46	6%	N=37	100%	N=588
Drive	1%	N=7	2%	N=15	17%	N=105	80%	N=508	100%	N=635

Table 15: Question #12

Are you Spanish, Hispanic or Latino?	Percent	Number
No	94%	N=583
Yes	6%	N=34
Total	100%	N=618

Table 16: Question #13

What is your race? (Please check all that apply.)*	Percent	Number
American Indian or Alaskan Native	1%	N=7
Asian, Asian Indian or Pacific Islander	22%	N=136
Black or African American	1%	N=6
White	73%	N=444
Other	6%	N=37

*Total may exceed 100% as respondents could select more than one option.

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Table 17: Question #14

What language do you primarily speak at home?	Percent	Number
English	90%	N=536
Chinese	4%	N=23
Spanish	1%	N=9
Multiple	0%	N=0
Other language	5%	N=31
Total	100%	N=599

Table 18: Question #15

In which category is your age?	Percent	Number
18-24 years	3%	N=22
25-34 years	15%	N=97
35-44 years	23%	N=145
45-54 years	30%	N=187
55-64 years	14%	N=90
65 years or older	15%	N=93
Total	100%	N=634

Table 19: Question #16

What is your gender?	Percent	Number
Female	50%	N=314
Male	49%	N=313
Identify another way	1%	N=6
Total	100%	N=633

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Table 20: Question #17

What is your current employment status?	Percent	Number
Employed part-time	10%	N=65
Employed full-time	64%	N=406
Unemployed	7%	N=44
Student	2%	N=11
Retired	17%	N=109
Disability/unable to work	0%	N=1
Total	100%	N=635

Table 21: Zone of Residence

Zone of Residence	Percent	Number
Northwest Sammamish	28%	N=195
Northeast Sammamish	15%	N=104
Southeast Sammamish	41%	N=285
Southwest Sammamish	15%	N=104
Total	100%	N=687

Verbatim Responses to Question #4: If there are other transportation projects you think the City should undertake, what are they?

Note: Responses are sorted by category, and alphabetically within category.

Road improvements (widening roads, roundabouts, etc.)

- (A) Limit speed limit to 35 mph to allow use of NEV's throughout entire city. (B) For item J above, instead of old school all-way stop signs, use roundabout!
- #1. Please put in a Round-About on Beaver Lake Road Across From Klahanie Entrance and Beaver Lake Drive. That is the worst intersection. People trying to cross from Beaver Lake and/or Klahanie. One cannot see oncoming traffic. VERY dangerous!
- * Iss. Pine Lake Rd. should be widened from Fall City Rd to Klahanie! Put this and the list it is failing.
- 1. (B) Widen Sahalee Way NE to 4 lanes with left turn lanes. 2. Widen 228th Ave to 4 lanes from Sahalee way NE to Inglewood Hill Rd.
- 1. Extend Trossachs Blvd. three Soaring Eagle Park to Main St. 2. HOV 3rd lane on ELSP plus periodic U turn facilities.
- 1st priority for my household is the round-about. The roundabout @ E. Lk. Samm Pkwy. SE & 33rd needs to have a light (similar to the round-about at the Pkwy & Inglewood Hill). Air through traffic (in the extreme right hand lane as you are, has a terrible yield, and bad drivers don't yield!!
- 202 needs to be widened. The two-lane road can't handle the traffic.
- 228th Ave needs widen. There're so many vehicles morning and afternoon.
- 4 way stop or roundabout at SE 24th & 244th Ave SE.
- A- Hwy 202 TO KLAHANIE SHOULD BE 4 LANES. B- EXPAND 244TH AVE FROM HWY 202 TO SE 32ND WAY. C- STOP TRYING TO BUILD BIKE LANES THEY DO NOT USE, THEY RIDE THE WHITE LINE TO STAY OUT OF THE ROAD TRASH!
- A round about or signal @ Beaver Lake & 256th traffic & turning here w/ increased construction & student traffic. It is very unsafe & very difficult to man-over by car.
- a) Restricting development is essential until road are widened & improved. b) If bus service is increased, plans to deal w/ homeless people must be addressed.
- Add a 4 Way stop sign at intersection of SE Issaquah Beaver Lk. Rd/256th Ave SE/E Beaver Lk. Dr. SE instead of a stop sign at SE 32nd St. and 244th Ave SE intersection. This would help reduce significant traffic jams and reduce danger during high traffic.
- Add roundabout on SE Issaquah-Beaver Lake Rd. & E Beaver Lake Drive SE/ 256th Ave Se. Add stoplight on SE Duthie Hill Rd and 266th Ave SE.
- Change J from an all way stop to a round about.
- Consider extending SE 4th to Louis Thompson Road. Make overpass at Samm Landing (so dangerous w/ parked cars, cyclists etc. now).
- Duthie Hill Rd from Beaver Lake Rd to 220 Hwy.
- East Lake Sammamish Pkwy needs more turn lanes at side roads such as 33rd place.

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- Exiting city of Sammamish building towards 228th (L) turn separate from straight ahead. Stressful to be 51 turns. They will turn when you do. I love the reflective posts on our signs and how well marked our city is. No potholes- improvements are fantastic you are doing banner job. Still water on E. Lk. Sammamish roadway- Drain better?
- Finish the construction on SE 4th ASAP.
- Fix Sahalee. Fix Iss-Pine Lk. Rd. to 228.
- FIX SE DUTHIE HILL RD TO 501. FIX TRAFFIC ON DUTHIE HILL RD WHICH ONLY PART IS IN THE CITY.
- For "K", to reduce speed and increase flow rate, consider a large roundabout given the High School being built across the street.
- For B- Sahalee really needs more than 3 lanes. Traffic is always backed up during commutes. Also- more important- work with Redmond & King County on the 520/202/East Lake interchange. It does NOT [?]
- For item J. a traffic circle should be used instead of all way- stop signs.
- IF THE CITY IS GOING TO WIDEN STREETS (BY ADDING LANES/TURNS) THEY SHOULD MITIGATE THE NOISE WITH SOUND WALLS.
- Improve road "unevenness" (manholes cover bumps, potholes, etc.).
- Improvements along E Lake Sammamish Parkway; not just 228th. Reduce congestion ELK Parkway. Take out duplication of bike lanes on the ELS Parkway and ELS trail.
- Improvements on Issaquah-Fall City and Duthie Hill Road to 202.
- INTERSECTION CAPACITY IMPROVEMENTS @ SE 8TH STREET/ 228TH AVE SE. CONTINUES TO EVALUATE TIMING OF LIGHTS ALONG 228TH AVE TO IMPROVE FLOW ALONG 228TH. IMPROVE SAFETY AT 228TH AVE/ NE 8TH STREET INTERSECTION.
- Issaquah-Pine Lake Rd needs to be widened to 4/5 lanes.
- J. Make this a roundabout!
- Light or roundabout of Sahalee Way at NE 36th St.
- Lobby county & state to fix intersection from WA-520 to Redmond Way/202.
- MAKE ISS FALL ITY/DUTHIE HILL RD. 4 LANES FROM HWY. 202 TO ISS PINE LAKE RD.
- Make road improvements. So you can open the back side of Trossachs. J-this is a dangerous intersection. Hard to see cars coming from the right if you are at the T in the road trying to turn left.
- More lanes on 228th north of NE 25th Way.
- More roundabouts- @ SE Iss-Beau-lake Rd. & 254th Ave SE.
- More round-a-bouts!
- More turn lanes on E. Lake Sammamish Parkway from SE 43 to 187th Ave NE.
Remove Barriers on 196th AVE NE by 42nd way and n NE 42 St. on all neighborhood streets.

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- More use of roundabouts rather than signals or 4 way stages.
- N. 3 lanes for Issaquah Pine Lake Rd is not enough. It would be a waste of funds not to widen to a full 4 lanes at once.
- NE 8th & 233rd widen road gets congested w/ school traffic w/ huge back-ups, NE 10th place & 233rd. Three way stop sign (school & work traffic many close head-ons).
- Need to enhance intersection @ Inglewood & East lake Sammamish.
- On J, make it a roundabout!!
- PARTNER WITH REDMOND TO IMPROVE 202/ E LAKE SAMM INTERSECTION (NEAR WHOLE FOODS). DON'T DESTROY NEIGHBORHOODS BARRICADE REMOVALS!!
- Possible addition of roundabout at East Lk. Samm Pkwy & 187th or is that considered Redmond?
- Proactively eliminate potholes.
- Re: "B" 3 lanes on Sahalee will make o difference in that area. Sahalee way needs to be 4-5 lanes from 202 at least Timberline, possibly all the way to 25th way.
- Roundabout at 26th Ave SE & SE Issaquah Beaver Lake Rd. In #O There's no left turns needed in option O from Klahanie Dr. to Issaquah Beaver Lake Rd. SE. You should be collecting maximum \$ from developers. Option N should be paid for by jams from developers.
- ROUNDABOUT AT IE ISSAQUAH BEAVER LAKE ROAD & 256TH AVE SE/ E BEAVER LAKE DR DE.
- ROUNDABOUT AT INTERSECTION IN EAST BEAVER LAKE DRIE SE 32ND AND KLAHANIE ENTRANCE. -> DO NOT OPEN THE BARRIER AT I BELEVEDERE.
- Sahalee should be 4 lanes with sidewalks from NE 8th to SR 202.
- SAHALEE WAY HAS MANY SECTIONS THAT CAN SUPPORT MULTIPLE LANES.
- SE 24th St. wider road, sidewalks not necessary, install traffic signal at SE 24th & E Lake Samm Pkwy. People do not walk or bike on steep roads (Sahalee Way Thompson Rd. SE 24th) no need for sidewalks.
- The intersection coming out of Saffron Center & the Safeway parking lot.
- The intersection of 256th Ave SE & Issaquah-Beaver Lake Rd. should have a permanent roundabout. Also, project "J" should be a roundabout rather than all-way stop.
- There is no easy or safe way to go from Saffron Shopping Center directly South to Safeway Shopping Center. Drivers should be directed to turn either west or east & enter Safeway from a different driveway.
- We need 4 lanes on the North end of 228th like the South end. It's dangerous and traffics. Not able to flow at the correct flow rate. Get a way, from the turn lanes. Waste of fare.
- What we really need is a fast track and off the plateau elevated roadways to 520 & I-90.... Ps the feds have money.

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- While I strongly support item "B" above should be 5 lanes with median/ two-way left turn. Traffic is too heavy on Sahalee way to limit it to 3 lanes.
- Widen 228th so we can drive. People drive cars!!
- Widen Issaquah Fall City Rd/ Duthy Hill Rd all the way to 202.
- Widen Issaquah-Fall City Road all the way to Trossachs Blvd.
- Widen to 4-5 lanes Issaquah- Fall City Rd. to Trossachs Blvd.
- Widening E. Lake Sammamish so left turn lanes are accessible and residents don't block thru traffic (J) roundabout (SE 32nd & 244th).

Pedestrian improvements (crosswalks, sidewalks, etc.)

- [If do G, H is included] & Sidewalks help walking. Gaps adversely impact safety & use. * Reduce speed limit on Louis Thompson Road SE/NE to 25mph! Warn at (20mph) for curves! * Many people walk and bike on Louis Thompson Rd, and ELSP Min Trail will have an ADA walkaway at traffic signal at E.K. Samm Parkway Connect! * Want off-road that's for connectivity! * Bus on ELS Parkway paths, or walk/ bikeways.
- 212 SIDEWALK BETWEEN SE 34 SE & SE 24th ST.
- 244th Ave from Broadmoor needs sidewalks! 228th intersection @ City Hall needs left hand turn signal on 8th/244th!
- Add a better pedestrian path between the 2 shopping centers near Inglewood Hill Rd. (Trader Joe's and McDonalds). People frequently run across the 4 lane road here. Thank you for the survey!
- Add sidewalks to S 212 Ave SE between SE 20th St. to 212 way SE.
- Crosswalk at 36th St. across schedule way to Evans Creek Park from NE Sammamish Park.
- Crosswalk at Iss-Pine Lake and SE 37th too dangerous to keep playing frogger to get to bus stop!
- Crosswalks for pedestrians leaving bus stops in order to get across 228th.
- Ensure all roads have sidewalks; fill drenches along some roads (example is SE 24th St.) or install barriers to prevent car's fall into drenches; create connector bus line Redmond-Sammamish-Issaquah using movie road.
- Fill sidewalks gap on 212th Ave SE from SE 8th to Ebright Park.
- Finish sidewalks on 212th between South of Ebright.
- Get park trail completed!!
- Help King County complete the east lake Sammamish Trail.
- If the sidewalks on 228th (near Skyline) are too bumpy & it's not safe for bikers or walkers they need to be fixed. Two bad bike accidents throwing kids into traffic & fences because they were trying to ride home from school on sidewalks & driveways make bumpy!
- Intersection of 228th & Sahalee Dr. E-> It is hard/ dangerous for pedestrians to cross 228th to and from the bus stop. Turn pocket is very helpful for vehicles but makes crossing the sheet by foot hazardous. # B would help address this.

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- MAKE AWAY TO GET FROM 220TH & 24TH INTERSECTION TO ELSP ON FOOT OR BIKE. SAFELY, INCREASE PARKWAYS AT SAMM LANDING PARK.
- Make more wheel chair available!
- MORE EXISTING BARRICADES PERMANENT TO ENSURE SAFETY OF CHILDREN WALKING TO SCHOOL.
- Need crosswalks in 228 AV NE N of NE 8th at bus stops.
- OMG! YES!! Can't believe you left out very dangerous small hill, to sidewalks as cars travel on SE 24th, headed East-towards Wesley Park; No vision, No SIDEWALKS- People cross to go to Dog Park; joggers, etc. Terribly dangerous- NO VISION.
- Overpass for pedestrians on 228th Ave.
- Pedestrian crosswalk between NE Sammamish Park (at main entrance to Sahalee) and Evans Creek Trail head north. (* at B) Flashing signal &/or flags.
- Safe crosswalks on 228th to connect Subdivision. 14th & 19th for instance. Kids, strollers and the elderly should be able to cross safely and without going through plantings. I think it is finally time to concentrate on the north end of the city.
- Sidewalk from SE 6th Pl to Ebright Creek Park.
- Sidewalk on east side of E Lk. Samm. Pkwy. @ Sammamish landing.
- Sidewalk on Sahalee way.
- Sidewalk path from SE 20th St & 212th Ave to Sammamish commons.
- Sidewalk the entire length of 228th. Snow planning!! Way to get close enough to home to leave car in a safe place & walk (safety) last hills to home. How to get on/off areas/plateau.
- SIDEWALKS AROUND BEAVER LAKE.
- SIDEWALKS BETWEEN SE 24TH AND 248TH AVE SE.
- Sidewalks down the length of Issaquah - Pine Lake Rd SE!!
- Sidewalks from Klahanie on ISSQ Pine Lake Road to ISSQ Fall City on way to transit center.
- There is a great public transport corridor along 228th, but often impossible to get there without driving. Pedestrian paths that connect neighborhoods (and parks) so that you don't have to walk the long way around along the car routes.
- There should be no compromise between safety & quality versus coverage when it comes to sidewalks and bike lanes. Mostly sidewalks.
- Tunnel under East lake Sammamish Parkway for safe crossing at B [?]. -Bus Route (Direct) from Sammamish to Microsoft that doesn't route through downtown Redmond and that goes by way of ELSP, also to connect to future [?].
- Walking Trail Extension- connect end of Williams Gas Pipeline Trail to Evans Creek Preserve. There is an existing old road/trail that connects these popular parks but it has fallen into disrepair and needs work. This trail provides access to the park via foot vs. car for a large number of residents along the 228th corridor.

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- We really need sidewalks/ bike lanes from the Duthie Hill Mountain bike park heading towards Klahanie drive. So many of US families want to safely travel to the Klahanie Shopping area for a lunch, coffee or fun outing, but it is dangerous. Thanks.
- Would like to see sidewalks on Sahalee Way or protected bike lane Samm. city limit to 228th Ave SE.
- Yes. Install elevated crosswalks in front of schools for road crossings. Reduce congestion, pollution & teachers can teach instead of regulating traffic.
- YES. Please construct overhead crosswalk that alleviates congestion in front of middle schools or during heavy traffic road like 28th will relieve the teachers from holding STOP signs in rain, winter.

Increase/improve bus service

- 9 am-3 pm bus service on 228th small bus service on Inglewood Hill Rd.
- Add a line Bus on East Lake Sammamish Parkway.
- Add bus on Sunday.
- Add bus route from N. Inglewood to E. Lake Sammamish.
- Additional local bus transit extended to evenings including access to regional bus transit. Enforce current safety measures- like getting cars to actually stop at stop signs.
- Autonomous flying buses.
- Better bus connections from internal roadways.
- Bus routes available down SE 8th St.
- Bus service.
- Bus stop at NE 228th Ave & 37 way should be covered w/ bench seating.
- Buses that directly link us to downtown Seattle, no questions asked. Let's not link to the Issaquah Highlands, Issaquah or Redmond transit centers. Unnecessary & a waste of time!
- Cut/install bus turnout. berthing lanes at stops along 228th. Curb lane stops create backups and safety issues.
- EXISTING 228TH BUS ROUTE IS GREAT. NEED MORE FREQUENT BUSES, BUS TURN OUTS & SHELTERS. CROSSWALKS AT BUS STOPS. MORE LANES = MORE TRAFFIC - IT HAS BEEN PROVEN. BAN ICE VEHICLES BY 2025. SLOW TRAFFIC IS SAFE TRAFFIC.
- Explore options for school student transportation after regular school hours.
- Facility with bus route and bike lanes.
- HAVE A METRO BUS RUN FROM INGLEWOOD TO ISSAQUAH PINE CAKE FROM 6 AM-6 PM.
- Have bus connectivity with in city ride @ 10 min frequency. Circle buses running in loops, even on weekends.
- Have more bus stops and bus routes.
- Have more buses.

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- I WOULD LIKE TO HAVE BUS SERVICE. I AM A SENIOR AND ONLY DRIVE "LIMITED". I LIVE IN CUL DE SAC 218 AVE S.E.
- Improve bus schedules and routes from/the Sammamish.
- Improve walking, bike safety projects. Add walking path on Inglewood on both sides.
- MORE BUSES! MORE FREQUENT CONNECTION TO REDMOND BEAR CREAK PARK & RIDE.
- More buses.
- More m-city bus service! More bus service to Redmond/ Issaquah & longer hours of [?].
- More short bus routes between parks libraries, high density areas, and middle & high schools.
- Please increase bus service to Bellevue and Seattle.
- PLEASE! PLEASE IMPROVE (ADD NEW BUS LINES OR SHUTTLE (?)). ESPECIALLY, NEW DIRECT LINES TO MAJOR TRANSIT LINES LIKE REMOVAL TRANSIT CENTER AND BELLEVUE TC. ONL OPTION NOW ISSAQUAHTC WHICH IS NOT ENOUGH AT ALL!
- Provide regular reliable bus service from Sammamish to Seattle.
- Pullouts for buses on 228th, improve roads, more lanes-> DO NOT SPEND ON bike lanes, landscaping and sidewalks especially on hills, cars need more capacity - walkers & bikers are few and pay little for our transportation.
- Redmond-Sammamish-Issaquah connection bus line, safe sidewalks through major roads, then sidewalks for entire city.
- Sammamish-to-Seattle/ U. District direct bus routes without transferring in Redmond, Bellevue, or Issaquah.
- Skyline needs to make bus only access. Do not waste money on things people well not use, or will be low use- you can plan for future improvement but increasing car capacity is crucial- a few bikes won't take enough cars off the road to impact traffic. Do not just add stop lights. Stop housing development until capacity increased. Doing this plan at least 10 years too late!
- THE BUS AND ALTERNATE TRANSPORTATION SUCK, CAN'T GET AROUND EASILY, OFF THE HILL. BIKING AS A HOBBY OR EXERCISE OK, NOT BIKING FOR GROCERIES OR TO WORK.
- Work with KC & metro to add bus service!
- Work with Metro to add an express bus from Sammamish P&R to Seattle!
- Work with Metro to get service to Bellevue. Largest city on Eastside Medical, Transportation, Restaurants, Employment. Three buses and 90 minutes from Sammamish.

Connectivity improvements/projects

- *1. Better connectivity between Trossachs & best of Sammamish (not sure (I) is answer- how will that traffic impact Lake?) 2. Sidewalks & bike lane on 212th Ave SE from SE 32nd St. so kids can get to school safely & walkers/bikers/runners.

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- Add more connection between 212th Ave SE/Louis Thompson and 228th Ave SE.
- Bridge across Lake Sammamish.
- Bridge or tunnel across Lake Sammamish or any other solution to connect Sammamish to I-90 directly.
- Bridge over Lake WA Connecting to Bellevue/ Redmond.
- Bridge/tunnel across Lake Sammamish from Inglewood Hill Road to NE 24th Bellevue.
- Build a bridge to connect Sammamish and Bellevue cross Lake Sammamish.
- Complete SE 14th Pl to SE 244th Rd connection (marked X on the map).
- Connect 244th PI SE and 248th Ave SE with a public road.
- Connect to the Sound Transit from the plateau. Electrical Bicycle support and improve the biking lanes- more safety.
- Connect Trossachs with E Main Drive. Extend Trossachs Blvd. upto 202.
- Connecting neighborhoods internally would reduce traffic on main streets/ roads. Thanks!!
- Cordinate with other city (government to allow driving through Marymoor Park (with fee).
- Cut through Soaring Eagle.
- Dare/ open road behind A McAuliffe Elem. to access 244th. Also, finish paving short road to connect Summer Ridge to road by Smith Elem.
- East/West Bus Access to 228th connections (catching bus from Neighborhoods > 1 mile from 228th bus lines).
- Explore North to South arterial to complement 228th, E.G. 212th or 216th Ave NE.
- Extend 244th to Issaquah-Fall City. 2-4 lanes overpass from NE Sahalee way to Westbound 202 passed 204th PLNE Map for this survey should have greater detail.
- Extend Trossachs to E Main Drive. Extend Trossachs to 202.
- I am a Trossachs resident, and very concerned with the lack of exits from the back of the neighborhood. We were told when we bought our house that barricades would be removed and developed.
- IMPROVE ROAD CONNECTIONS FROM INGLEWOOD HILL ROAD TO SE 8TH STREET WITH SIDEWALKS TO BIG ROCK PARK.
- INCREASE CAPACITY WHATEVER POSSIBLE. CONNECT SE 43RD TO SE 42ND. MORE OPTIONS MEANS MORE MOBILITY. WE'RE KIND OF ALL STUCK USING THE SAME FOUR ROADS.
- Pertaining to Issaquah- Pine Lake Road all improvements should go to SE 48th St NOT just to Klahanie, This is Sammamish, NOT only Issaquah
- Remove barriers in N.W. SAM.
- Remove the barriers in Trossachs to make other ways to get into the neighborhood.

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- SE 4th 228th <-> 218th, PLEASE GET IT DONE SOON! PLEASE INFLUENCE "STATE" WIDENING & SAFETY DIVIDER ON SR 202 EAST OF SAHALEE WAY INTERSECTION.
- SE 8th connection from E. Lake Sammamish to 212 Ave SE.
- Work with Issaquah City to improve the access to R. 90. Its gets pretty congested accessing the R. 90 out of Sammamish through Issaquah.

Bicycle transportation projects

- Add bike lane and sidewalk to SE 24th St.
- Bicycle and pedestrian lanes do not have to follow on be alongside roadways. They can be linked via trails.
- BICYCLISTS THAT USE BIKE LANES SHOULD PAY FOR THEM! IMPOSE BICYCLE LICENSING FEES! MOST (MAJORITY) DRIVE THEIR OWN PRIVATE VEHICLE TO WORK & TO SERVICES. TRANSPORTATION PROJECTS SHOULD BE GEARED TOWARDS SHORTER DRIVE TIMES WITHOUT CITY SAYING "USE A BUS OR A BIKE"! PROVIDE STREETS IMPROVEMENTS TO ADD CAPACITY!!!!
- Bike crossing from Duthie Hill to Klahanie.
- Bike lane all the way up SE 43rd Way.
- Bike lane/sidewalk Duthie Hill Road-Trossachs Blvd to Issaquah Beaver Lake Road. Bus route- Issaquah Fall City Road/Beaver Lake Rd. Roundabout- J-rather than all way stop.
- Bike lanes on Louis Thompson Road.
- BIKE LOCKERS/AGE AT ELS WHERE I COULD PARK AND RIDE! Want protected bike lane from 228th to ELS via 24th or Louis Thomp. (separated from road). It is sketchy to ride up/down the hill with cars!! NEED MORE SAFE X/WALK. I have been hit by car in crosswalk by school at Pine Lake/228th on Bike.
- Bike rack/ storage at bus stop.
- Bike rack/ storage at bus stop.
- Bike trail from Ruthie Hill Park to Soaring Eagle Park.
- Buffered bike lanes across the city =(example of some like heading North on E. Beaver Lake Dr. SE) and on 244th Ave SE (from Windsor Blvd. to E Main Dr.) = love those bike lanes!!
- Get rid of bike lanes and sidewalks and add more lanes for the cars.
- Improve Bike lanes access along "F", it's a major connection for bike commuting to Lake Samm trail & Msft. Shoulders very narrow. I maybe sidewalk would help.
- Improve/ widen bike lane from E. Lk. Sammamish/ Iss Fall City RD intersection to Duthie Hill/ Trossachs Blvd. intersection.
- Keep bike cleans- clean of debris.
- Keep bikes off streets. They are a hazard.
- Making it easier and safe for bikes is really essential. We will not bike on the main roads here, it's too risky!

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- More bike lanes on residential streets.
- Recreational Bike Trails- may be Power Line Trails?
- Remove Bicycles from Roads.
- SE 24th St: Add bike lane and sidewalk from East Lk. Samammish 212th Ave SE.
- TAKE BIKE LANES OFF ROADS! BIKES AND VEHICLES DO NOT COLLIDE WELL!
- Take bikes off street. They are a hazardous.

Curb/limit growth to improve transportation or until transportation infrastructure supports the growth

- City should stop growth immediately.
- Curb growth until transportation issues are resolved, 228th is a mess!
- Forget about transportation projects, but stop allowing undue/increased residential projects, stop new constructions.
- Instead of fixing downstream transportation problems, CURB rampant over-development of residential housing which invites unprecedented vehicle use. You know Sammamish cannot support this amount of housing.
- LIMIT THE # OF NEW DEVELOPMENTS SO THERE IS LESS TRAFFIC.
- Limit the number of new developments so traffic won't increase.
- NO TOWN CENTER HOUSING. Roads can't support any more development.
- No. Just do the essentials and stop wasting tax dollars.
- None- Area is too crowded, and destroying the natural beauty is not the answer- STOP BUILDING.
- Promote development of \$ T Center including a park and ride on the TC.
- Slow construction of new homes! Preserve green space!!!
- STOP ALL DEVELOPMENT OF NEW HOME & APTS. UNTIL WORK IS COMPLETED ON INFRASTRUCTURE.
- Stop clear cutting our green belts for development! Retain respectable amount of trees that's why we moved here!
- Stop developers from building more houses so there are less cars on the road.
- Stop letting developer's build houses, apartments, etc. We would have a very dangerous situation on our hands if Sammamish needed to be evacuated.
- TERMINATE ANY FURTHER DEVELOPMENT UNTIL ROAD/ STREET NETWORK IS EXPANDED TO HANDLE TRAFFIC VOLUME. TRAFFIC IS GETTING TO MAKE THIS AREA UNDESIRABLE.
- The City should curb construction of housing.
- The problem of road congestion cannot be solved by building more roads. The City must preserve our live ability; protect the character of neighborhoods, and preserve our environment including trees.
- THE REST ARE NOT IMPORTANT TO ME, DUE TO NEVER DRIVING SOUTH ON SAHALEE FROM THE TAMBURLAINE AREA.WITH ANY CHANGES, VERY

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CONCERNED ABOUT INCREASE NOISE IN PARTICULAR. CURRENTLY, LIVE IN A VERY QUIET AND SAFE NEIGHBORHOOD (WITH LOW SPEED LIMITS THAT ARE ENFORCED). DON'T WANT THAT TO CHANGE, ALSO REALLY HATE ROUNDABOUTS!

- There should be no more building high density housing unless roads are improved first.
- WE NEED TO PLAN GROWTH AROUND THE ABILITY TO GET AROUND. IF WE HAD AN EMERGENCY PEOPLE WOULD NOT GET OFF OF THE PLATEAU.

Improvements/projects to reduce traffic congestion

- * Get Skyline HS student traffic off of 228th.
- Anything to improve Rd. 202 (commute traffic). And (2) Iss. Fall City Rd. to E. Lake Samm. traffic. (2) Improve traffic light timing it's totally broken.
- Create more right turn lanes at high traffic areas (schools, shopping centers). Create bus turnouts on 288th. Stop spending money on bike lanes.
- Dealing w/ expeditions traffic high volume flow is most important- so many additional cars- so few roads... not enough space to add enough roads- tough problem to solve. Thank you for trying.
- EAST LAKE SAMMAMISH PARKWAY IS OBVIOUSLY THE LARGEST CONGESTION & RUSH HOUR PROBLEM, YET NO WIDENING IS ENVISIONED? TOO \$\$\$ OR NIMBY?
- Generally improve north-south traffic flow through the city.
- I'm sure you have # 5 to support you decrease but whatever moves most traffic off North end while some improvement to South end. Sidewalks on all main & supportive & bike lanes also.
- Improve traffic flow/ jams around schools East Lake HS. and Inglewood M.S. (NE 8th ST and 228th).
- Neighborhood/side street traffic safety, primarily speed reduction.
- Partner with COI to improve traffic in and out of the city on the south end.
- Please Research solutions to mitigate traffic congestion during school Pick-up & Drop-off Times, Example: SE 32nd St. when Beaver Lake Middle School 'starts'/'finishes' the school day gets very congested (and unsafe?)
- Reduce congestion Iss. Fall City Rd. SE.
- Reduce congestion on 228th towards Issaquah.
- REDUCE THRU TRAFFIC FLOW FROM PINE LAKE RD. TO 228TH ON S.E. 230TH SE 231 AVE S.E. - ENFORCE 25 MPH SPEED LIMIT.
- Reduce traffic congestion near intersection of 228th & Inglewood Hill Rd and the 1/4 mile radius.
- There will always be mass transit limitations in Sammamish. Invest in infrastructure for increased auto capacity. Don't be sucked into Seattle "anti-car" sentiment.
- WITH 228TH AVE NE BEING AN ALREADY CONGESTED ROAD, MUCH MORE NEEDS TO BE DONE TO ACCOMMODATE THE UPCOMING TOWN CENTER

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BUSINESSES AND RESIDENCE BETWEEN NE 8TH ST. AND SE 8TH ST. TO EASE TRAFFIC.

- Work w/ Redmond on congestion on 520/202 or establish alternative way to get to Sammamish from/to 520.

Signal light changes/improvements

- (N) The two lights between Klahanie and Issaquah Fall City Road are very close together and not timed for traffic flow. Sometimes backs up to Issaquah Fall City Rd. changes won't help unless rest of street is taken care of.
- Allow drivers to take L turn w/o L turn arrow. Enforce law to assure slower traffic stays right.
- Better lights & lanes to get to Redmond via Sahalee and East Lake Sammamish. It takes 45 mins to go 10 miles to Redmond in the morning commute. Part of this is the light into Redmond at the shell station.
- Coordinate traffic signals to facilitate non-stop traffic.
- Fix the signals on 228 to support turns faster when there is no traffic! Enforce speed limit on 228 near E 20th St.
- FLASHING LED LIGHTS EMBEDDED IN CROSSWALK ON 228TH AVE SE CONNECTING PINE LAKE MIDDLE SCHOOL TO A NEIGHBORHOOD. LIGHTS ACTIVATED BY PEDESTRIAN. THIS CROSSWALK IS DIFFICULT TO SEE IN DARK OR BAD WEATHER.
- For J profit) A light should be installed in & way stop sign. Intersection is dangerous with low visibility for people turning from 244th M to SE 32nd St.
- Improve the signal lights on Issaquah-Pine Lake Rd SE!
- Install traffic lights at intersection of 244th Ave SE and SE 24th St. Or, install all-way stop signs at this intersection.
- Intelligent traffic lights.
- Intersection of E Lakes Samm Pkwy and 202 has terrible timing for traffic lights. They came backups on 520 all the way to the other side of Marymoor. It's a huge bottleneck & choke point. Please address it. Not sure if it's technically Redmond.
- Left Yellow arrow to turn left from 228th Ave SE to SE 8th St.
- More lighting on Duthie Hill Rd. & Issaquah Fall City Road. Move parking in Issaquah Highlands PR.
- P. Traffic signal at 256th Ave SE & SE Issaquah- Beaver Lake Road- Hazardous intersection.
- PROGRAM TRAFFIC LIGHT TO MAXIMIZE FLOW ON 228TH.
- Re-examine "Flashing Left" arrows-either more "public education" and/or adjustment to reduce risk.
- Signal/ traffic light at entrance/ exit to Sahalee Dr. East/ Sahalee Wy/ 228th.
- SYNCHRONIZE TRAFFIC LIGHTS FOR BETTER TRAFFIC FLOW TO EASE CONGESTION.
- Synchronize Traffic Lights on 228th Ave from NE 8th St. to SE 24th St.

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- Traffic light at (J). Widening the ENTIRE length of Issaquah- Pine Lake Rd. Widening the ENTIRE length of Issaquah- Fall City Rd. Four lanes [?].
- Work on improving traffic flow in & around Sammamish (esp. Iss-Fall City Rd & Iss-Pine Lk. Rd) by the changing/coordinating the traffic lights to increase flow & decrease back-ups.

Speed limits/reduce speeding traffic

- (A) Limit speed limit to 35 mph to allow use of NEV's throughout entire city. (B) For item J above, instead of old school all-way stop signs, use roundabout!
- COLLABORATE WITH KING COUNTY, WASHINGTON STATE PATROL TO ADD SPEED CONTROL AND ENFORCEMENT OF SPEED LIMIT ON SR 202 FROM FALL CITY TO REDMOND WA CORRIDOR.
- Increase speed limit on E Lake Sammamish & 45. Stop traffic signals that require 4 diff signals to allow traffic & proceed. Opposing traffic can proceed at the same time.
- Increase speed on roads like Beaver Lk. Rd., SE 24th, SE 8th 244th Ave to 40mph.
- Please work with Redmond/ King County to speed up access to 520 in am. Big Choke point at Whole Foods Area and on ramp.
- SLOW DOWN CAR TRAFFIC NEAR ISS-PINE LANE & SE 32ND ST. CARS ARE RACING DOWN 32ND COMING TO A STOP (SOMETIMES NOT STOP) AT THE TURN CIRCLE WHERE CHILDREN ARE CROSSING.
- Slow down traffic on East Lk. Samm. Pkwy, add sidewalks and light it is very unsafe to walk to the trail, car go way over speed limit.
- SPEED CAMERAS IN SCHOOL ZONES. MORE TRAFFIC PATROLS

Other comment

- Analyze what will be needed at full build-out based on current zoning and then offer alternatives to reduce traffic.
- ATTRACT E-SCOOTER & E-BIKERS TO SAMMAMISH.
- F. Install pilons to keep cars from driving on shoulder!
- First, stop milking us as a cows. Find another resource of money.
- I am strongly opposed to & removing the emergency access road barricade. I would like to see bear crossing on both directions on Issaquah Fall City Rd. in light of the bear cub that hit. Vehicles frequently spot endanger wildlife as well as pedestrians.
- LIGHT RAIL TO SEATTLE TACOMA AIRPORT. LIGHT RAIL CONNECTIONS TO BELLEVUE REDMOND, ISSAQUAH. THESE ARE AS CRITICAL AS ANY OFFICE ABOVE OPTIONS FOR SAMMAMISH.
- Light rail.
- MASS TRANSIT SYSTEM IN GENERAL. * BRAND NEW TO AREA! DON'T KNOW THESE LOCATIONS (MANY SEEM MINOR (4-WAY STOP); WHY SO MUCH EFFORT?
- More neighborhood parking enforcement.

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- NO PRICES ARE GIVEN- IT MAKES THESE PROJECTS APPEAR TO BE FREE. SURELY SHOULD PROVIDE ESTIMATED COST TO NEW ASSESS COST US BENEFIT.
- NOTHING FOR THE PARKWAY- WHY NOT?
- PARTNER TO ATTRACT/ OFFER SELF- DRIVING, ON-DEMAND VEHICLES FOR TRIPS BY SAMMAMISH RESIDENTS. THIS IS A GREAT OPPORTUNITY TO LEAD & GET AHEAD OF THE CURVE!
- People overshoot the stop sign @ SE 24th and 244th. Also- they think the wide bike lane on Westbound SE 24th is a CAR lane.
- REDUCE NEW HOUSING CONSTRUCTION!!!
- Require students to take the buses to school instead of their parents to drop kids off at school every day- we use paying for the buses anyway use them.
- SE 4th and 228th intersection needs a sign saying either "yield to u-Turns" or "No Turn on Red". It is an accident waiting to happen. Cars on 4th don't even look to see cars making U-turn at the signal.
- STATEMENT: (LIVED IN SAHALEE FOR (1996) 23 YRS. (RETIRED). HAVE BEEN HERE TO VOTE FOR INCORPORATION OF CITY AND- HAVE EXPERIENCED THE TREMENDOUS GROWTH) I JUST SIMPLY WANT TO SEE: IMPROVED INFRASTRUCTURE, THEREFORE REDUCED CONGESTION, WITH IMPROVED SAFETY & QUALITY= BUT NOT AT THE RESIDENTS/ VOTER'S EXPENSIVE. I FEEL THE CITY NEEDS TO PUSH MORE GRANTS; FROM THERE CONCLUDED STUDIES.
- TUNNEL TO SEATTLE- JOINING ABOVE WILL BE GREAT.
- TURN WHY LIGHT RAIL. I'LL BE DEAD BEFORE THEY ARE PLANNED TO COMPLETE!
- We need more motorized options for kids. Scooter, bikes to promote good wealth and get them to places safely.

None/Don't know

- I just bought a home here in 5/19, not familiar with all these projects.
- N/A.
- N/A.
- N/A.
- No comment- they are a bunch of idiots anyway!!!
- NONE.
- None.
- None.

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Appendix B: Crosstabulations of Selected Survey Responses by Respondent Characteristics

Understanding the Tables

Chi-square or ANOVA tests of significance were applied to these breakdowns of survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of the sample represent “real” differences among those populations. As subgroups vary in size and each group (and each in comparison to another group) has a unique margin of error, statistical testing is used to determine whether differences between subgroups are statistically significant.

For each pair or set of subgroup ratings within a row (a single question item) that has a statistically significant difference, an upper case letter denoting significance is shown in the cell with the larger column proportion. The letter denotes the subgroup with the smaller column proportion from which it is statistically different. Subgroups that have no upper case letter denotation in their column and that are also not referred to in any other column were not statistically different.

For example, in Table 22 on the following page, respondents in Southwest Sammamish (Column D) were statistically significantly more likely to consider it essential to make it safer and easier to walk to destinations than were those in Northeast Sammamish (Column B) and Southeast Sammamish (Column C). This is indicated by a “B” and “C” in the cell Zone 4. Those in Northwest Sammamish (Column A) were also statistically significantly more likely to consider it essential to make it safer and easier to walk to destinations than those in Northeast Sammamish, but not than those in Southeast Sammamish. This is indicated by the “B” in the cell for Northwest Sammamish, but the lack of a “C.” Differences between those in Northeast and Southeast Sammamish were not statistically significant, indicated by the lack of a B or C in either of those cells.

In some cases, survey results are displayed for subgroups within two characteristics, e.g., within sex and age of respondent. The lettering of the columns begins again on the next characteristic. So female is Column A, male is Column B, while age 18 to 34 years old is Column A again, followed by 35 to 54 years old in Column B and 55+ years old in Column C. Obviously, the letters in the cells only refer to differences within that characteristic, not to differences within the other characteristics. All the tables have an “overall” column to show what the results were for all respondents. This column is labeled with an A, but it is never compared to any other results.

Selected Survey Responses by Zone of Residence

A map of the zones can be found in Figure 11 in *Appendix E: Survey Methodology* on page 231.

Table 22: Question #1 by Zone of Residence

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	35% B	24%	27%	40% B C	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	32%	26%	30%	45% A B C	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	25%	18%	23%	21%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	25% B	12%	25% B	25% B	23%
Make it safer and easier to ride the bus	31%	27%	36%	26%	32%
Reduce traffic congestion	71%	79%	72%	73%	73%
Increase traffic safety	41%	45%	50% A	43%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	25%	37% A	35% A	26%	31%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	58% D	63% D	53% D	37%	53%

Table 23: Question #1 by Zone of Residence

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	59%	62%	53%	60%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	66%	56%	69% B	75% B	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	47%	38%	48%	46%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	55% B	41%	57% B	60% B	55%
Make it safer and easier to ride the bus	61%	66% D	61%	50%	60%
Reduce traffic congestion	91%	93%	93%	95%	93%
Increase traffic safety	75%	69%	82% B D	70%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	43%	54%	56% A	49%	51%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	80% D	87% D	80% D	70%	80%

Table 24: Question #2 by Zone of Residence

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	65% C D	60% C D	39%	41%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	52% C D	42% C	27%	34%	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	23% C	29% C	9%	18%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	19%	21% C	11%	20%	16%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	28% C D	19%	11%	14%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	30% C	28%	19%	42% C	28%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	27% C	28% C	13%	44% A B C	26%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	33% C	22%	15%	45% A B C	27%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	19%	17%	35% A B D	20%	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	15%	38% A	32% A	30% A	29%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	29%	35%	32%	43% A	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	44%	55% C	40%	51%	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	22%	23%	32% A	29%	28%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	35%	41%	56% A B	47%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	35%	32%	58% A B D	30%	45%

Table 25: Question #2 by Zone of Residence

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	97% B C	89%	88%	92%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	86%	80%	81%	79%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	62%	76% C D	57%	55%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	53%	53%	46%	47%	50%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	73% C	64%	62%	68%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	80%	71%	74%	81%	77%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	73% C	69%	61%	75% C	68%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	83%	75%	77%	80%	79%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	54%	63%	72% A D	49%	63%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	76%	79%	69%	69%	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	87%	84%	85%	89%	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	82%	88%	85%	85%	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	67%	67%	73%	74%	71%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	77%	82%	89% A	89% A	85%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	79%	78%	88% A B	86%	84%

Table 26: Question #3 by Zone of Residence

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	40% C D	31% C D	7%	11%	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	24% B C D	15% C D	2%	1%	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	1%	11% A C D	0%	1%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	8% A C	0%	7% C	3%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	8% B C D	1%	1%	3%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	4%	0%	1%	10% A B C	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	3%	2%	1%	4%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	1%	0%	2%	7% A B C	2%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	0%	0%	12% A B D	0%	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	0%	3%	8% A D	1%	4%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	0%	1%	3%	9% A B C	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	7%	14%	7%	25% A B C	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	0%	1%	7% A B	4%	3%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	0%	6%	22% A B D	8% A	11%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	4%	2%	23% A B D	4%	11%
None	6%	4%	6%	4%	5%

Table 27: Question #3 by Zone of Residence

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	70% C D	66% C D	23%	33%	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	66% B C D	47% C D	21%	14%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	10% C D	25% A C D	2%	3%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	20% C	28% C D	7%	12%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	26% B C D	17% C	3%	12% C	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	11%	6%	7%	27% A B C	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	13% B C	6%	4%	27% A B C	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	15% C	10%	4%	34% A B C	12%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	2%	2%	28% A B D	2%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	14% A	27% A B D	10%	16%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	19%	19%	14%	38% A B C	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	36%	41%	32%	51% A C	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	11%	13%	34% A B D	24% A	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	22%	34% A	70% A B D	46% A	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	14%	18%	67% A B D	22%	37%
None	6%	4%	6%	4%	5%

Table 28: Question #4 by Zone of Residence

If there are other transportation projects you think the City should undertake, what are they?	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Increase/improve bus service	17%	10%	8%	15%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	18%	16%	9%	17%	15%
Signal light changes/improvements	5%	6%	9%	3%	6%
Road improvements (widening roads, roundabouts, etc.)	19%	10%	30% B	20%	21%
Bicycle transportation projects	7%	9%	12%	16%	11%
Connectivity improvements/projects	5%	16% A	16% A	7%	11%
Improvements/projects to reduce traffic congestion	7%	14% C	3%	7%	7%
Speed limits/reduce speeding traffic	3%	1%	3%	0%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	13%	10%	5%	6%	9%
Other comment	6%	7%	3%	7%	6%
Total	100%	100%	100%	100%	100%

Table 29: Question #5 by Zone of Residence

	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
To improve bus service, would you prefer to...	(A)	(B)	(C)	(D)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	33%	28%	54% A B D	36%	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	67% C	72% C	46%	64% C	59%
TOTAL	100%	100%	100%	100%	100%

Table 30: Question #6 by Zone of Residence

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	50% C	47% C	34%	51% C	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	50%	53%	66% A B D	49%	57%
TOTAL	100%	100%	100%	100%	100%

Table 31: Question #7 by Zone of Residence

	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(C)	(D)	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	25%	40% A C	27%	27%	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	62%	54%	63%	64%	62%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	12%	6%	11%	10%	10%
TOTAL	100%	100%	100%	100%	100%

Table 32: Question #8 by Zone of Residence

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	56%	54%	56%	62%	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	28%	32%	29%	27%	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	17%	14%	15%	11%	15%
TOTAL	100%	100%	100%	100%	100%

Table 33: Question #11 by Zone of Residence

How often do you... Percent doing each at least once a month	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	86%	87%	82%	81%	84%
Bike	42%	28%	39%	37%	38%
Take a bus	22%	26%	34%	18%	27%
Drive	98%	100%	99%	100%	99%

Table 34: Question #11 by Zone of Residence

How often do you... Percent doing each at least 3 times a week	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	71%	56%	62%	60%	63%
Bike	16%	9%	12%	7%	12%
Take a bus	4%	15%	22%	10%	14%
Drive	96%	97%	95%	100%	97%

Table 35: Question #11 by Zone of Residence

How often do you... Percent doing each every day	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	35%	23%	34%	32%	32%
Bike	5%	3%	2%	2%	3%
Take a bus	2%	6%	9%	5%	6%
Drive	80%	82%	77%	86%	80%

Selected Survey Responses by Travel Mode Use

Table 36: Question #1 by Travel Modes Used

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	29%	37%	27%	41% A	30%	39% A	40% B	30%	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	33%	33%	28%	41% A	33%	34%	30%	34%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	21%	25%	11%	43% A	21%	27%	29% B	21%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	23%	25%	14%	41% A	23%	26%	24%	23%	23%
Make it safer and easier to ride the bus	32%	31%	31%	31%	23%	59% A	41% B	31%	32%
Reduce traffic congestion	74%	70%	77% B	65%	73%	73%	58%	77% A	73%
Increase traffic safety	45%	50%	48%	43%	45%	52%	47%	47%	46%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	31%	26%	32% B	22%	26%	38% A	25%	32%	31%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	54%	46%	53%	47%	49%	62% A	44%	55% A	53%

Table 37: Question #1 by Travel Modes Used

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
Percent of respondents with an opinion rating as "Essential" or "Very Important"	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	55%	66% A	54%	65% A	56%	64%	62%	57%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	65%	74% A	61%	78% A	67%	70%	66%	67%	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	44%	54% A	31%	75% A	46%	50%	51%	45%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	53%	62% A	41%	82% A	56%	55%	59%	54%	55%
Make it safer and easier to ride the bus	61%	56%	60%	56%	51%	86% A	66%	59%	60%
Reduce traffic congestion	93%	91%	94%	91%	94%	91%	88%	94% A	93%
Increase traffic safety	76%	75%	79% B	70%	77%	73%	79%	76%	76%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	51%	45%	53% B	42%	45%	60% A	43%	52%	51%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	81%	76%	81%	77%	77%	88% A	76%	81%	80%

Table 38: Question #2 by Travel Modes Used

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	54% B	42%	51%	47%	54% B	40%	39%	54% A	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	40%	34%	36%	42%	42% B	26%	24%	43% A	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	19%	16%	21%	13%	17%	20%	11%	21%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	17%	16%	18% B	11%	13%	24% A	11%	17%	16%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	17%	21%	12%	29% A	20%	15%	22%	17%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	28%	26%	24%	34% A	29%	22%	23%	28%	28%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	27%	26%	26%	25%	27%	22%	17%	28%	26%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	28%	26%	26%	34%	29%	23%	19%	29%	27%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	28%	19%	29% B	18%	25%	23%	16%	28% A	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	29%	29%	29%	27%	32% B	22%	13%	33% A	29%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	33%	34%	34%	31%	32%	33%	17%	38% A	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	47%	42%	51% B	37%	45%	43%	33%	48% A	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	27%	33%	21%	44% A	26%	37% A	29%	28%	28%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	46%	49%	47%	48%	45%	51%	31%	51% A	47%

<p>The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"</p>	<p>Walk less than daily</p>	<p>Walk every day</p>	<p>Bike less than once a month</p>	<p>Bike at least once a month</p>	<p>Take a bus less than once a month</p>	<p>Take a bus at least once a month</p>	<p>Drive less than daily</p>	<p>Drive every day</p>	<p>Overall</p>
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
<p>Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE</p>	47%	39%	44%	46%	46%	41%	25%	49% A	45%

Table 39: Question #2 by Travel Modes Used

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	92%	89%	90%	93%	91%	90%	90%	92%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	81%	84%	81%	84%	82%	81%	79%	83%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	62%	61%	63%	56%	62%	61%	63%	62%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	46%	51%	48%	44%	40%	66% A	49%	48%	50%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	67%	69%	60%	80% A	68%	69%	70%	66%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	76%	79%	75%	81%	79%	72%	78%	76%	77%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	67%	70%	64%	74%	67%	68%	61%	68%	68%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	80%	78%	77%	82%	78%	82%	84%	77%	79%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	63%	59%	67% B	54%	61%	64%	61%	63%	63%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	70%	78%	74%	68%	76% B	64%	67%	74%	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	85%	89%	86%	88%	86%	85%	78%	88% A	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	85%	82%	84%	86%	84%	84%	82%	85%	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	70%	76%	64%	86% A	71%	74%	71%	72%	71%

<p>The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"</p>	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
<p>Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.</p>	84%	85%	84%	86%	85%	85%	83%	85%	85%
<p>Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE</p>	84%	83%	85%	83%	84%	86%	83%	85%	84%

Table 40: Question #3 by Travel Modes Used

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	23% B	15%	22%	17%	22%	16%	24%	20%	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	11%	10%	10%	11%	11%	7%	4%	12% A	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	2%	3%	1%	1%	5% A	1%	2%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	3%	4%	1%	2%	6%	5%	3%	3%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	2%	7% A	2%	8% A	5% B	0%	5%	3%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	1%	2%	3%	2%	3%	1%	3%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	3%	1%	2%	3%	3%	2%	2%	2%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	3% B	0%	3% B	1%	2%	3%	0%	2%	2%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	5%	4%	4%	5%	5%	3%	3%	5%	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	3%	6%	5%	4%	5%	2%	4%	4%	4%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	2%	4%	3%	2%	3%	2%	1%	3%	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	10%	13%	13% B	7%	9%	14%	8%	11%	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	4%	2%	2%	7% A	4%	3%	7% B	3%	3%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	10%	17% A	11%	14%	10%	16%	14%	11%	11%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	11%	8%	10%	10%	10%	13%	7%	12%	11%
None	4%	8% A	5%	6%	5%	8%	13% B	4%	5%

Table 41: Question #3 by Travel Modes Used

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	48% B	37%	49% B	38%	47%	38%	38%	46%	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	37%	36%	34%	41%	38% B	27%	31%	39%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	8%	8%	8%	7%	8%	10%	11%	8%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	16%	12%	18% B	8%	12%	22% A	17%	15%	15%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	14%	12%	9%	21% A	16% B	6%	13%	13%	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	13%	8%	11%	12%	11%	11%	10%	11%	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	10%	11%	11%	9%	11%	8%	9%	10%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	14%	11%	13%	12%	13%	9%	8%	13%	12%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	12%	10%	13%	10%	12%	10%	13%	11%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	15%	20%	17%	16%	18%	14%	12%	17%	16%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	22%	18%	22%	18%	20%	19%	19%	21%	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	40%	32%	42% B	27%	36%	39%	29%	39% A	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	21%	28% A	16%	37% A	21%	31% A	25%	23%	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	44%	51%	47%	45%	45%	50%	42%	48%	47%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	38%	37%	39%	37%	35%	46% A	37%	38%	37%
None	4%	8% A	5%	6%	5%	8%	13% B	4%	5%

Table 42: Question #4 by Travel Modes Used

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
If there are other transportation projects you think the City should undertake, what are they?	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Increase/improve bus service	13%	9%	13%	8%	10%	14%	21% B	9%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	13%	19%	14%	17%	13%	24% A	24% B	12%	15%
Signal light changes/improvements	7%	6%	9%	4%	9%	3%	7%	7%	6%
Road improvements (widening roads, roundabouts, etc.)	22%	21%	24%	22%	23%	17%	11%	25% A	21%
Bicycle transportation projects	6%	17% A	7%	15%	12%	7%	10%	11%	11%
Connectivity improvements/projects	13%	8%	11%	10%	10%	14%	2%	13% A	11%
Improvements/projects to reduce traffic congestion	10% B	2%	8%	4%	6%	7%	5%	8%	7%
Speed limits/reduce speeding traffic	2%	2%	3%	2%	3%	2%	3%	2%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	9%	10%	7%	12%	10%	4%	5%	9%	9%

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
If there are other transportation projects you think the City should undertake, what are they?	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Other comment	4%	8%	5%	6%	4%	9%	11% B	4%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 43: Question #5 by Travel Modes Used

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
To improve bus service, would you prefer to...	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	42%	40%	41%	41%	44% B	32%	47%	40%	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	58%	60%	59%	59%	56%	68% A	53%	60%	59%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 44: Question #6 by Travel Modes Used

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
To improve the safety and ease of bicycling and walking in the community, would you prefer to...	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	41%	46%	42%	46%	45%	37%	43%	42%	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	59%	54%	58%	54%	55%	63%	57%	58%	57%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 45: Question #7 by Travel Modes Used

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	26%	30%	29%	25%	25%	32%	26%	28%	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	65% B	56%	62%	62%	64%	61%	55%	64%	62%

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	9%	13%	8%	13%	11%	8%	18% B	8%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 46: Question #8 by Travel Modes Used

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	59%	52%	60%	55%	61% B	46%	45%	60% A	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	28%	30%	26%	29%	23%	44% A	40% B	26%	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	13%	18%	14%	16%	15%	11%	15%	14%	15%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 47: Question #11 by Travel Modes Used

How often do you... Percent doing each at least once a month	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Walk	76%	100% A	78%	92% A	81%	89% A	90% B	82%	84%
Bike	33%	48% A	0%	100%	36%	39%	38%	38%	38%
Take a bus	24%	31%	23%	25%	0%	100%	44% B	23%	27%
Drive	100% B	97%	100% B	97%	100% B	96%	95%	100% A	99%

Table 48: Question #11 by Travel Modes Used

How often do you... Percent doing each at least 3 times a week	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Walk	46%	100% A	57%	73% A	62%	67%	68%	62%	63%
Bike	10%	16%	0%	32% A	12%	11%	17%	11%	12%
Take a bus	11%	17%	12%	12%	0%	52% A	27% B	11%	14%
Drive	98% B	94%	98%	96%	99% B	88%	83%	100% A	97%

Table 49: Question #11 by Travel Modes Used

	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
How often do you... Percent doing each every day	(A)	(B)	(A)	(B)	(A)	(B)	(A)	(B)	(A)
Walk	0%	100%	26%	40% A	29%	37%	36%	31%	32%
Bike	1%	8% A	0%	8% A	1%	7% A	6% B	2%	3%
Take a bus	5%	6%	5%	4%	0%	23% A	8%	6%	6%
Drive	82%	78%	81%	81%	85% B	67%	0%	100%	80%

Selected Survey Responses by Employment Status

Table 50: Question #1 by Employment Status

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	32% D	59% A D	44%	19%	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	34%	42% D	47%	24%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	23% D	44% A D	44% D	9%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	24% D	36% D	47% D	14%	23%
Make it safer and easier to ride the bus	32%	43% D	69% A D	25%	32%
Reduce traffic congestion	76% B	59%	62%	69%	73%
Increase traffic safety	47%	48%	72%	47%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	33%	28%	25%	25%	31%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	54%	61%	69%	47%	53%

Table 51: Question #1 by Employment Status

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	58% D	83% A D	75%	46%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	66%	94% A D	74%	60%	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	46% D	72% A D	69% D	34%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	55% D	86% A D	74% D	41%	55%
Make it safer and easier to ride the bus	61%	66%	75%	56%	60%
Reduce traffic congestion	93%	97%	100%	93%	93%
Increase traffic safety	76%	76%	72%	81%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	53%	44%	31%	47%	51%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	79%	81%	100%	77%	80%

Table 52: Question #2 by Employment Status

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	53%	42%	24%	49%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	41%	41%	14%	30%	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	20%	15%	0%	16%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	19%	10%	0%	11%	16%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	18%	35% A D	0%	13%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	31% D	36% D	20%	15%	28%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	27%	30%	20%	19%	26%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	29%	38% D	20%	18%	27%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	29%	16%	16%	24%	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	28%	23%	0%	34%	29%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	34%	49% D	0%	27%	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	46%	49%	20%	41%	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	29% D	36% D	72% A B D	17%	28%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	51% B C	34%	10%	42%	47%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	47%	35%	31%	40%	45%

Table 53: Question #2 by Employment Status

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	92%	94%	100%	89%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	82%	91%	69%	77%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	60%	78%	20%	65%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	48%	68% A D	33%	45%	50%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	66%	97% A D	100%	58%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	78%	86% D	100%	68%	77%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	68%	92% A C D	20%	60%	68%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	79%	90% D	100%	72%	79%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	62%	79%	33%	62%	63%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	69%	90% A C	20%	77% C	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	86% C	93% C	20%	88% C	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	85% C	95% C D	20%	78% C	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	72% D	97% A D	72%	55%	71%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	85%	93% C	60%	81%	85%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	84%	90%	69%	82%	84%

Table 54: Question #3 by Employment Status

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	20%	16%	13%	27%	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	11%	13%	6%	7%	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	5%	0%	1%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	4%	0%	0%	4%	3%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	3%	3%	0%	5%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	4%	0%	1%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	2%	3%	0%	2%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	2%	3%	0%	2%	2%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	4%	6%	0%	10% A	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	4%	0%	3%	4%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	3%	0%	0%	2%	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	11%	4%	6%	12%	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3%	5%	25% A B D	2%	3%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	11%	21% D	0%	10%	11%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	10%	13%	25%	11%	11%
None	6%	1%	25% A B D	4%	5%

Table 55: Question #3 by Employment Status

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	46%	35%	19%	50%	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	38% C	39% C	6%	34%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	8%	9%	0%	8%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	16%	11%	0%	14%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	13%	31% A C D	0%	9%	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	12%	9%	0%	8%	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	9%	11%	25%	10%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	13%	13%	0%	10%	12%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	11%	18%	0%	16%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	15%	18%	6%	19%	16%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	21%	11%	6%	24%	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	39% C	40% C	6%	34%	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	22%	34% D	62% A B D	14%	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	47%	51%	56%	46%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	38%	40%	50%	35%	37%
None	6%	1%	25% A B D	4%	5%

Table 56: Question #4 by Employment Status

If there are other transportation projects you think the City should undertake, what are they?	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Increase/improve bus service	11%	12%	100%	13%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	17%	9%	0%	9%	15%
Signal light changes/improvements	7%	0%	0%	12%	6%
Road improvements (widening roads, roundabouts, etc.)	19%	25%	0%	27%	21%
Bicycle transportation projects	14%	0%	0%	5%	11%
Connectivity improvements/projects	11%	23% D	0%	3%	11%
Improvements/projects to reduce traffic congestion	6%	12%	0%	9%	7%
Speed limits/reduce speeding traffic	2%	0%	0%	4%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	9%	12%	0%	8%	9%
Other comment	4%	7%	0%	11%	6%
Total	100%	100%	100%	100%	100%

Table 57: Question #5 by Employment Status

	Employed	Unemployed	Student	Retired	Overall
To improve bus service, would you prefer to...	(A)	(B)	(C)	(D)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	38%	45%	56%	52% A	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	62% D	55%	44%	48%	59%
Total	100%	100%	100%	100%	100%

Table 58: Question #6 by Employment Status

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	44% C	34%	6%	48% C	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	56%	66%	94% A D	52%	57%
Total	100%	100%	100%	100%	100%

Table 59: Question #7 by Employment Status

	Employed	Unemployed	Student	Retired	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(C)	(D)	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	27%	40%	0%	27%	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	62%	60%	100%	58%	62%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	10%	0%	0%	15%	10%
Total	100%	100%	100%	100%	100%

Table 60: Question #8 by Employment Status

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	57%	64% C	31%	50%	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	29% B	14%	69% A B D	33% B	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	13%	22%	0%	17%	15%
Total	100%	100%	100%	100%	100%

Table 61: Question #11 by Employment Status

How often do you... Percent doing each at least once a month	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	83%	94%	75%	85%	84%
Bike	41% D	45% D	45%	18%	38%
Take a bus	28% D	32% D	75% A B D	12%	27%
Drive	98%	100%	100%	100%	99%

Table 62: Question #11 by Employment Status

How often do you... Percent doing each at least 3 times a week	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	60%	85% A C D	50%	67%	63%
Bike	14%	13%	0%	7%	12%
Take a bus	15% D	22% D	75% A B D	2%	14%
Drive	97% C	92% C	75%	98% B C	97%

Table 63: Question #11 by Employment Status

How often do you... Percent doing each every day	Employed	Unemployed	Student	Retired	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	29%	48% A	19%	35%	32%
Bike	4%	3%	0%	1%	3%
Take a bus	8% D	1%	25% A B D	0%	6%
Drive	84% B C D	71%	51%	67%	80%

Selected Survey Responses by Respondent Age, Gender and Housing Tenure

Table 64: Question #1 by Age, Gender and Housing Tenure

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	49% B C	31%	24%	37% B	27%	49% B	29%	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	42% B C	32%	28%	40% B	26%	45% B	31%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	27% C	26% C	15%	26%	21%	33% B	21%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	22%	27% C	17%	27%	20%	31%	22%	23%
Make it safer and easier to ride the bus	37%	32%	29%	36%	30%	43% B	31%	32%
Reduce traffic congestion	76% C	76% C	66%	74%	72%	72%	74%	73%
Increase traffic safety	45%	48%	44%	55% B	39%	56%	45%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	49% B C	27%	25%	32%	31%	54% B	28%	31%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	66% B C	53%	46%	57%	51%	64% B	52%	53%

Table 65: Question #1 by Age, Gender and Housing Tenure

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	74% B C	57%	51%	67% B	52%	80% B	55%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	73%	69%	62%	73% B	64%	75%	66%	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	52% C	47%	39%	48%	45%	51%	45%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	65% C	57% C	44%	59%	53%	59%	54%	55%
Make it safer and easier to ride the bus	69% B	58%	60%	63%	59%	85% B	57%	60%
Reduce traffic congestion	93%	93%	92%	93%	93%	92%	93%	93%
Increase traffic safety	73%	77%	76%	84% B	69%	85% B	75%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	62% B C	50%	45%	52%	52%	70% B	48%	51%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	88% B C	79%	75%	82%	78%	89% B	78%	80%

Table 66: Question #2 by Age, Gender and Housing Tenure

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	44%	53%	49%	48%	53%	40%	52%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	24%	46% A C	35%	34%	43% A	29%	40%	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	26%	18%	17%	18%	20%	22%	18%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	28% B C	15%	14%	13%	21% A	26% B	15%	16%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	25%	17%	16%	19%	18%	21%	18%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	40% C	30% C	19%	30%	27%	41% B	26%	28%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	28%	27%	24%	26%	27%	33%	25%	26%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	37% C	27%	20%	28%	27%	40% B	25%	27%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	31%	25%	27%	33% B	21%	33%	25%	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	20%	31%	31%	39% B	20%	24%	30%	29%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	46% B C	32%	30%	38% B	29%	36%	33%	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	52%	44%	44%	43%	47%	38%	46%	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	46% B C	26%	22%	28%	29%	44% B	26%	28%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	58% B C	45%	44%	49%	47%	52%	46%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	52%	45%	40%	46%	45%	48%	44%	45%

Table 67: Question #2 by Age, Gender and Housing Tenure

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	89%	93%	89%	94% B	89%	97% B	90%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	87%	82%	80%	85%	79%	87%	81%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	69%	59%	63%	63%	62%	83% B	58%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	47%	48%	51%	50%	49%	55%	48%	50%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	84% B C	66%	62%	76% B	62%	84% B	65%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	90% B C	77%	69%	83% B	73%	94% B	74%	77%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	74%	70%	62%	73%	66%	84% B	65%	68%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	95% B C	75%	76%	83%	77%	95% B	76%	79%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	63%	64%	62%	72% B	56%	74% B	61%	63%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	69%	70%	80%	83% B	61%	75%	72%	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	88%	85%	88%	90% B	83%	94% B	85%	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	87%	86%	81%	85%	85%	93% B	83%	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	80% C	72%	63%	75%	68%	88% B	69%	71%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	85%	87%	83%	86%	85%	96% B	83%	85%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	85%	83%	86%	86%	84%	97% B	82%	84%

Table 68: Question #3 by Age, Gender and Housing Tenure

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	5%	24% A	26% A	20%	21%	13%	22%	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	7%	13% C	7%	10%	11%	4%	11% A	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	5% B C	2%	0%	2%	3%	2%	2%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	4%	3%	3%	4%	3%	6%	3%	3%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	3%	3%	4%	1%	6% A	6%	3%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	0%	4% A	2%	3%	2%	2%	3%	3%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	3%	3%	1%	3%	1%	0%	3%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	4%	1%	2%	3% B	1%	6% B	1%	2%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	3%	5%	6%	4%	6%	0%	6% A	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	0%	4% A	6% A	5%	3%	0%	5%	4%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	6% B C	2%	2%	2%	3%	2%	3%	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	7%	11%	13%	11%	10%	10%	11%	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	6%	3%	3%	2%	5%	7% B	3%	3%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	23% B C	8%	10%	11%	12%	28% B	9%	11%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	13%	10%	11%	12%	11%	10%	11%	11%
None	10% B	4%	5%	7%	4%	6%	5%	5%

Table 69: Question #3 by Age, Gender and Housing Tenure

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	31%	49% A	45% A	45%	45%	33%	47% A	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	29%	41% A	33%	36%	37%	37%	36%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	8%	9%	7%	5%	12% A	7%	8%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	11%	16%	14%	10%	19% A	11%	16%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	6%	15% A	12%	12%	15%	10%	13%	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	4%	14% A	10%	12%	10%	19% B	10%	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	8%	11%	9%	9%	10%	6%	10%	10%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	10%	15%	9%	14%	11%	13%	12%	12%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	9%	12%	15%	11%	13%	9%	13%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	8%	17% A	19% A	20% B	13%	0%	18% A	16%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	20%	18%	25%	19%	21%	20%	20%	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	39%	36%	38%	36%	37%	33%	37%	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	36% B C	21%	17%	20%	26%	32% B	21%	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	58% B	44%	48%	46%	48%	51%	46%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	52% B C	33%	36%	38%	38%	54% B	35%	37%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
None	10% B	4%	5%	7%	4%	6%	5%	5%

Table 70: Question #4 by Age, Gender and Housing Tenure

If there are other transportation projects you think the City should undertake, what are they?	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Increase/improve bus service	0%	15%	13%	13%	11%	24% B	10%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	13%	18%	12%	18%	11%	18%	15%	15%
Signal light changes/improvements	3%	7%	9%	8%	6%	0%	7%	6%
Road improvements (widening roads, roundabouts, etc.)	16%	20%	26%	17%	26%	11%	23%	21%
Bicycle transportation projects	28% B C	9%	7%	7%	16% A	6%	12%	11%
Connectivity improvements/projects	8%	13% C	4%	8%	12%	18%	10%	11%
Improvements/projects to reduce traffic congestion	13%	5%	8%	9%	5%	21% B	5%	7%
Speed limits/reduce speeding traffic	0%	2%	3%	3%	2%	0%	3%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	18% B	7%	7%	10%	6%	3%	9%	9%
Other comment	0%	4%	11%	6%	5%	0%	6%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 71: Question #5 by Age, Gender and Housing Tenure

	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
To improve bus service, would you prefer to...	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	45%	37%	46%	41%	41%	52% B	39%	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	55%	63%	54%	59%	59%	48%	61% A	59%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 72: Question #6 by Age, Gender and Housing Tenure

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	33%	42%	50% A	37%	48% A	26%	46% A	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	67% C	58%	50%	63% B	52%	74% B	54%	57%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 73: Question #7 by Age, Gender and Housing Tenure

To improve roads and traffic, would you prefer to...	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A) C	(B)	(C)	(A)	(B)	(A) B	(B) A	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	36% C	27%	22%	28%	28%	44% B	26%	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	58%	63%	65%	59%	65%	48%	63% A	62%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	7%	10%	14%	13% B	7%	8%	11%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 74: Question #8 by Age, Gender and Housing Tenure

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	45%	63% A	54%	56%	57%	51%	57%	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	37% B	24%	32%	28%	30%	41% B	27%	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	18%	13%	14%	16%	13%	7%	16% A	15%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 75: Question #11 by Age, Gender and Housing Tenure

How often do you... Percent doing each at least once a month	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Walk	90% B	81%	84%	86%	82%	83%	84%	84%
Bike	46% C	41% C	28%	32%	44% A	51% B	36%	38%
Take a bus	48% B C	23%	19%	26%	28%	53% B	23%	27%
Drive	96%	100% A	100% A	99%	100%	95%	100% A	99%

Table 76: Question #11 by Age, Gender and Housing Tenure

How often do you... Percent doing each at least 3 times a week	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Walk	66%	61%	66%	69% B	58%	58%	64%	63%
Bike	13%	14% C	8%	12%	12%	12%	12%	12%
Take a bus	25% B C	13% C	7%	12%	16%	25% B	12%	14%
Drive	91%	98% A	98% A	96%	98%	89%	98% A	97%

Table 77: Question #11 by Age, Gender and Housing Tenure

How often do you... Percent doing each every day	18-34	35-54	55+	Female	Male	Rent home	Own home	Overall
	(A)	(B)	(C)	(A)	(B)	(A)	(B)	(A)
Walk	36%	29%	34%	37% B	27%	31%	32%	32%
Bike	7% B C	3%	1%	5% B	1%	8% B	2%	3%
Take a bus	11% B C	6%	3%	5%	8%	11%	6%	6%
Drive	81% C	84% C	70%	80%	80%	70%	81% A	80%

Selected Survey Responses by Race/Ethnicity and Language Spoken at Home

Table 78: Question #1 by Race/Ethnicity and Primary Language

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	33%	30%	31%	44% A	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	35%	31%	33%	32%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	23%	24%	22%	36% A	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	24%	23%	22%	30%	23%
Make it safer and easier to ride the bus	27%	44% A	30%	48% A	32%
Reduce traffic congestion	74%	73%	75% B	61%	73%
Increase traffic safety	41%	58% A	47%	51%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	29%	36%	30%	40%	31%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	51%	59%	52%	64%	53%

Table 79: Question #1 by Race/Ethnicity and Primary Language

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	59%	58%	58%	62%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	71% B	63%	67%	69%	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	49%	42%	45%	56%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	58%	52%	55%	58%	55%
Make it safer and easier to ride the bus	55%	72% A	59%	72%	60%
Reduce traffic congestion	93%	94%	93%	97%	93%
Increase traffic safety	75%	78%	77%	79%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	47%	60% A	49%	66% A	51%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	80%	83%	79%	86%	80%

Table 80: Question #2 by Race/Ethnicity and Primary Language

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	51%	49%	50%	54%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	38%	39%	39%	31%	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	20%	18%	20%	14%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	17%	17%	17%	17%	16%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	20%	15%	18%	16%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	33% B	17%	28%	32%	28%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	29%	22%	26%	17%	26%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	34% B	12%	28%	26%	27%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	30% B	20%	28%	16%	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	30%	28%	31%	25%	29%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	36%	28%	35%	30%	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	46%	43%	46%	48%	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	30%	28%	28%	30%	28%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	51%	43%	48%	43%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	49%	40%	44%	42%	45%

Table 81: Question #2 by Race/Ethnicity and Primary Language

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	93%	90%	91%	95%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	84%	80%	82%	85%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	64%	61%	60%	76%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	48%	53%	46%	67% A	50%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	73% B	60%	68%	71%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	80%	74%	77%	77%	77%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	71%	68%	67%	79%	68%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	82%	77%	79%	81%	79%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	63%	68%	61%	88% A	63%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	73%	71%	73%	78%	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	90% B	77%	87%	86%	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	85%	85%	83%	97% A	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	73%	73%	71%	78%	71%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	87%	84%	84%	93%	85%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	87%	83%	83%	94% A	84%

Table 82: Question #3 by Race/Ethnicity and Primary Language

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	22%	18%	21%	25%	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	9%	14%	11%	11%	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	3%	2%	5%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	4%	3%	2%	3%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	5% B	0%	4%	3%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	2%	3%	2%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	2%	3%	2%	2%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	3%	1%	2%	1%	2%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	5%	5%	5%	6%	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	4%	5%	3%	4%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	3%	1%	3%	0%	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	12%	8%	12%	7%	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3%	4%	3%	3%	3%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	10%	16% A	9%	23% A	11%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	10%	11%	11%	7%	11%
None	4%	7%	6%	1%	5%

Table 83: Question #3 by Race/Ethnicity and Primary Language

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	45%	43%	45%	52%	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	36%	37%	37%	41%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	9%	8%	7%	18% A	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	12%	21% A	15%	18%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	16% B	7%	14%	11%	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	14% B	6%	12%	11%	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	10%	9%	11%	4%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	16% B	7%	14%	5%	12%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	11%	13%	11%	17%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	17%	14%	18%	10%	16%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	22%	16%	22%	13%	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	38%	36%	38%	44%	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	21%	27%	21%	30%	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	46%	50%	47%	52%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	37%	41%	36%	43%	37%
None	4%	7%	6%	1%	5%

Table 84: Question #4 by Race/Ethnicity and Primary Language

If there are other transportation projects you think the City should undertake, what are they?	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Increase/improve bus service	11%	10%	10%	17%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	16%	12%	15%	17%	15%
Signal light changes/improvements	5%	11%	6%	9%	6%
Road improvements (widening roads, roundabouts, etc.)	23%	22%	23%	14%	21%
Bicycle transportation projects	10%	14%	12%	9%	11%
Connectivity improvements/projects	9%	14%	8%	21%	11%
Improvements/projects to reduce traffic congestion	10% B	1%	8%	0%	7%
Speed limits/reduce speeding traffic	3%	3%	2%	4%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	7%	7%	9%	5%	9%
Other comment	6%	6%	6%	4%	6%
Total	100%	100%	100%	100%	100%

Table 85: Question #5 by Race/Ethnicity and Primary Language

	Non-Hispanic White	Other	English	Other language	Overall
To improve bus service, would you prefer to...	(A)	(B)	(A)	(B)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	41%	41%	42%	37%	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	59%	59%	58%	63%	59%
Total	100%	100%	100%	100%	100%

Table 86: Question #6 by Race/Ethnicity and Primary Language

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	46% B	34%	44% B	29%	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	54%	66% A	56%	71% A	57%
Total	100%	100%	100%	100%	100%

Table 87: Question #7 by Race/Ethnicity and Primary Language

	Non-Hispanic White	Other	English	Other language	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(A)	(B)	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	28%	26%	28%	41% A	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	61%	65%	61%	53%	62%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	11%	8%	11%	6%	10%
Total	100%	100%	100%	100%	100%

Table 88: Question #8 by Race/Ethnicity and Primary Language

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Non-Hispanic White	Other	English	Other language	Overall
	(A)	(B)	(A)	(B)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	60% B	51%	57%	50%	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	26%	35% A	28%	32%	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	14%	14%	15%	18%	15%
Total	100%	100%	100%	100%	100%

Table 89: Question #11 by Race/Ethnicity and Primary Language

How often do you... Percent doing each at least once a month	Non-Hispanic White	Other	English	Other language	Overall
	(A) B	(B)	(A)	(B)	(A)
Walk	87% B	79%	84%	90%	84%
Bike	42%	33%	37%	40%	38%
Take a bus	19%	43% A	25%	38% A	27%
Drive	99%	100%	99%	99%	99%

Table 90: Question #11 by Race/Ethnicity and Primary Language

How often do you... Percent doing each at least 3 times a week	Non-Hispanic White	Other	English	Other language	Overall
	(A) B	(B)	(A)	(B)	(A)
Walk	68% B	53%	65%	58%	63%
Bike	14%	9%	13%	11%	12%
Take a bus	8%	26% A	12%	25% A	14%
Drive	98%	95%	97% B	91%	97%

Table 91: Question #11 by Race/Ethnicity and Primary Language

How often do you... Percent doing each every day	Non-Hispanic White	Other	English	Other language	Overall
	(A) B	(B)	(A)	(B)	(A)
Walk	34% B	25%	32%	29%	32%
Bike	3%	3%	3%	2%	3%
Take a bus	4%	11% A	6%	3%	6%
Drive	79%	81%	82% B	70%	80%

Selected Survey Responses by Length of Residency

Table 92: Question #1 by Length of Residency

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	61% B C D E F	32%	21%	33% C F	25%	20%	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	47% B C D E F	33%	28%	34%	28%	26%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	40% B C D E F	22% F	24% F	25% F	16%	8%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	30% F	25% F	21%	26% F	23%	12%	23%
Make it safer and easier to ride the bus	36% F	32%	32%	37% F	31%	19%	32%
Reduce traffic congestion	65%	78%	76%	78% A E	66%	70%	73%
Increase traffic safety	54% B	36%	53% B	50% B	39%	48%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	43% C D	36%	28%	27%	29%	28%	31%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	58%	49%	51%	58%	52%	46%	53%

Table 93: Question #1 by Length of Residency

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	82% B C D E F	60%	52%	60% E F	47%	46%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	74%	68%	62%	69%	65%	62%	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	61% C E F	54% C E F	39%	48% F	40%	32%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	68% C E F	60% C F	46%	60% C F	50%	38%	55%
Make it safer and easier to ride the bus	65% F	65% F	56%	63% F	60%	48%	60%
Reduce traffic congestion	85%	96% A	95% A	95% A	91%	91%	93%
Increase traffic safety	69%	73%	75%	81% A	74%	80%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	52%	54%	49%	54%	49%	41%	51%

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	81%	75%	80%	82%	83%	73%	80%

Table 94: Question #2 by Length of Residency

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	55%	44%	54%	54%	48%	48%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	34%	31%	48% B	44% B	33%	34%	38%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	19%	27%	14%	17%	21%	13%	19%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	31% C D E F	22%	12%	13%	16%	12%	16%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	32% C D E F	19%	16%	17%	18%	9%	18%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	49% B C D E F	29%	22%	23%	31%	21%	28%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	42% B C E F	20%	22%	34% B E F	21%	14%	26%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	47% B C D E F	30%	24%	24%	22%	21%	27%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	20%	31%	21%	26%	35% F	18%	26%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	30%	23%	24%	31%	39% B	25%	29%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	41%	38%	30%	29%	40%	30%	34%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	51%	52%	44%	46%	41%	37%	45%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	53% B C D E F	34%	22%	26%	22%	21%	28%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	62% C E	56% C E	33%	48% C	42%	50% C	47%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	35%	59% A C E F	37%	49%	40%	37%	45%

Table 95: Question #2 by Length of Residency

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	100% B E	88%	92%	93% E	85%	91%	91%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	96% B C D E F	76%	80%	82%	82%	81%	82%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	85% B C D F	59%	51%	59%	68%	55%	62%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	65% B E F	47%	49%	50%	47%	37%	50%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	89% C D E F	73% F	63%	67% F	65% F	50%	67%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	96% B C D E F	74%	75%	76%	75%	70%	77%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	94% B C D E F	67%	64%	71%	57%	57%	68%

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	95% C D E F	81% F	70%	81% F	77%	66%	79%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	71%	60%	64%	64%	62%	55%	63%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	81%	67%	67%	71%	72%	79%	72%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	100% B C D E	85%	85%	82%	81%	93% D E	86%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	94% C E F	87%	82%	89% E F	77%	77%	85%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	97% B C D E F	79% E F	71% F	70% F	62%	53%	71%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	97% B C E F	85%	82%	88% F	81%	74%	85%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	95% E F	84%	84%	88% F	79%	76%	84%

Table 96: Question #3 by Length of Residency

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	15%	14%	20%	24%	20%	29% A B	21%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	9%	4%	18% B E	12% B	6%	12%	10%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	0%	5% A D E	3%	1%	0%	2%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	6%	2%	3%	3%	3%	4%	3%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	2%	5%	3%	3%	2%	5%	3%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	1%	2%	4%	3%	1%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	0%	3%	2%	4%	2%	1%	2%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	0%	4% A F	2%	2%	2%	0%	2%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	1%	4%	3%	5%	10% A C	5%	5%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	2%	4%	4%	2%	9% A B D	5%	4%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	8% B C D F	2%	1%	1%	5% D	2%	3%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	2%	15% A	9%	12% A	11%	11%	11%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	10% B D E F	4%	5%	1%	3%	2%	3%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	29% B C D E F	14%	9%	9%	5%	10%	11%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	3%	16% A C F	7%	15% A C F	9%	7%	11%
None	9% D	3%	9% D	2%	9% B D	5%	5%

Table 97: Question #3 by Length of Residency

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	41%	40%	45%	53% B E	34%	50% E	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	39%	28%	47% B E	40% B E	25%	38%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	5%	11%	10%	7%	9%	8%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	23% B E	7%	18% B	19% B E	10%	12%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	6%	13%	13%	17% A	10%	11%	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	7%	10%	14%	11%	12%	10%	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	10%	9%	10%	14% F	7%	6%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	11%	11%	13%	15%	10%	8%	12%

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	8%	6%	8%	16% B C	20% A B C	11%	13%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	9%	16% A	19% A B	23% A B	22% A B	16%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	28% C D	23%	13%	14%	29% C D	22%	20%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	34%	44%	33%	38%	35%	33%	37%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	42% B C D E F	26%	22%	17%	18%	19%	23%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	51%	52%	39%	47%	46%	48%	47%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	39%	48% C D E	31%	35%	34%	39%	37%
None	9% D	3%	9% D	2%	9% B D	5%	5%

Table 98: Question #4 by Length of Residency

If there are other transportation projects you think the City should undertake, what are they?	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Increase/improve bus service	19%	19%	13%	7%	7%	13%	12%
Pedestrian improvements (crosswalks, sidewalks, etc.)	19%	9%	20%	19%	11%	8%	15%
Signal light changes/improvements	0%	4%	5%	12%	5%	8%	6%
Road improvements (widening roads, roundabouts, etc.)	18%	15%	18%	20%	25%	36% B	21%
Bicycle transportation projects	25% C F	10%	7%	10%	12%	6%	11%
Connectivity improvements/projects	17%	22% C E	7%	11%	5%	0%	11%
Improvements/projects to reduce traffic congestion	0%	17% D	7%	5%	6%	7%	7%
Speed limits/reduce speeding traffic	0%	2%	0%	4%	5%	0%	2%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	0%	2%	12%	7%	13%	16% B	9%
Other comment	2%	0%	11%	4%	10%	6%	6%
Total	100%	100%	100%	100%	100%	100%	100%

Table 99: Question #5 by Length of Residency

	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
To improve bus service, would you prefer to...	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish’s main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	44%	45%	35%	42%	38%	42%	41%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	56%	55%	65%	58%	62%	58%	59%
Total	100%	100%	100%	100%	100%	100%	100%

Table 100: Question #6 by Length of Residency

	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
To improve the safety and ease of bicycling and walking in the community, would you prefer to...	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	38%	38%	38%	44%	49%	49%	43%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	62%	62%	62%	56%	51%	51%	57%
Total	100%	100%	100%	100%	100%	100%	100%

Table 101: Question #7 by Length of Residency

	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
To improve roads and traffic, would you prefer to...	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	54% B C D E F	24%	20%	28%	18%	32% E	28%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	32%	71% A F	71% A F	62% A	70% A F	55% A	62%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	14% B	5%	9%	10%	12% B	13% B	10%
Total	100%	100%	100%	100%	100%	100%	100%

Table 102: Question #8 by Length of Residency

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	61% B	42%	68% B E F	64% B E F	50%	49%	57%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	25%	41% A C D	21%	23%	36% C D	30%	29%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	14%	17%	11%	13%	15%	21%	15%
Total	100%	100%	100%	100%	100%	100%	100%

Table 103: Question #11 by Length of Residency

How often do you... Percent doing each at least once a month	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Walk	89%	81%	84%	83%	85%	84%	84%
Bike	51% D E F	44% F	43% F	34%	33%	25%	38%
Take a bus	31%	32% F	28%	25%	28%	17%	27%
Drive	94%	100% A	100% A	99% A	100% A	100% A	99%

Table 104: Question #11 by Length of Residency

How often do you... Percent doing each at least 3 times a week	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(F)	(A)
Walk	69%	63%	59%	62%	62%	70%	63%
Bike	18%	14%	12%	12%	8%	9%	12%
Take a bus	16%	16% F	18% F	14%	14%	4%	14%
Drive	87%	99% A	96% A	97% A	99% A	98% A	97%

Table 105: Question #11 by Length of Residency

How often do you... Percent doing each every day	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A) B C D E	(B)	(C)	(D)	(E)	(F) B C D E	(A)
Walk	51% B C D E	28%	28%	27%	27%	44% B C D E	32%
Bike	10% B C D E	1%	3%	2%	0%	5%	3%
Take a bus	3%	10% A	7%	6%	5%	3%	6%
Drive	74%	89% A D E F	86% F	78%	77%	73%	80%

Appendix C: Full Set of Responses to Each Survey Question, Open Participation Survey

The full set of responses from the respondents to the open participation survey for each survey question are displayed in the tables in this appendix. Some questions included a “don’t know” response option. For questions that included a “don’t know” response, two sets of tables are provided in this appendix: the first with the “don’t know” responses included, to allow examination of the magnitude of unfamiliarity with certain items; and the second with the “don’t know” responses excluded, to show the proportion of respondents with an opinion giving a response.

Each table displays the proportion of respondents (% or Percent) and number of respondents (N or Number) who gave each response. It should be noted that these proportions and numbers are the weighted percents and numbers. See *Appendix E: Survey Methodology* for more information about weighting.

Table 106: Question #1 with don't know responses

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Don't know		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	35%	N=59	33%	N=55	19%	N=32	13%	N=22	0%	N=1	100%	N=169
Make it safer and easier to walk for recreation, exercise and enjoyment	33%	N=56	38%	N=64	22%	N=37	7%	N=13	0%	N=0	100%	N=169
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	29%	N=49	21%	N=35	33%	N=56	17%	N=28	0%	N=1	100%	N=169
Make it safer and easier to bicycle for recreation, exercise and enjoyment	26%	N=43	27%	N=46	34%	N=57	13%	N=21	0%	N=1	100%	N=169
Make it safer and easier to ride the bus	34%	N=57	31%	N=51	24%	N=40	10%	N=17	1%	N=2	100%	N=168
Reduce traffic congestion	67%	N=113	26%	N=44	6%	N=10	1%	N=2	0%	N=0	100%	N=169
Increase traffic safety	46%	N=77	35%	N=58	15%	N=26	4%	N=6	0%	N=0	100%	N=167
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	19%	N=31	11%	N=19	36%	N=61	27%	N=46	7%	N=11	100%	N=169

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Don't know		Total	
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	54%	N=91	22%	N=37	17%	N=29	7%	N=12	0%	N=0	100%	N=169

Table 107: Question #1 without don't know responses

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?	Essential		Very important		Somewhat important		Not at all important		Total	
	%	N	%	N	%	N	%	N	%	N
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	35%	N=59	33%	N=55	19%	N=32	13%	N=22	100%	N=168
Make it safer and easier to walk for recreation, exercise and enjoyment	33%	N=56	38%	N=64	22%	N=37	7%	N=13	100%	N=169
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	29%	N=49	21%	N=35	34%	N=56	17%	N=28	100%	N=168
Make it safer and easier to bicycle for recreation, exercise and enjoyment	26%	N=43	28%	N=46	34%	N=57	13%	N=21	100%	N=168
Make it safer and easier to ride the bus	35%	N=57	31%	N=51	24%	N=40	11%	N=17	100%	N=166
Reduce traffic congestion	67%	N=113	26%	N=44	6%	N=10	1%	N=2	100%	N=169
Increase traffic safety	46%	N=77	35%	N=58	15%	N=26	4%	N=6	100%	N=167
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	20%	N=31	12%	N=19	39%	N=61	29%	N=46	100%	N=158
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	54%	N=91	22%	N=37	17%	N=29	7%	N=12	100%	N=169

Table 108: Question #2 with don't know responses

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Don't know		Total	
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	52%	N=88	32%	N=55	4%	N=6	12%	N=20	100%	N=169
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	40%	N=67	36%	N=62	7%	N=12	17%	N=29	100%	N=169
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	13%	N=22	20%	N=34	18%	N=30	49%	N=82	100%	N=169
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	19%	N=31	23%	N=38	34%	N=57	24%	N=41	100%	N=168
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	17%	N=29	39%	N=66	17%	N=29	27%	N=45	100%	N=168
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	25%	N=42	30%	N=51	7%	N=12	38%	N=64	100%	N=169
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	20%	N=33	33%	N=56	11%	N=18	36%	N=61	100%	N=168

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Don't know		Total	
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	28%	N=47	39%	N=66	4%	N=7	29%	N=49	100%	N=169
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	8%	N=14	17%	N=29	33%	N=56	42%	N=70	100%	N=168
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	17%	N=28	27%	N=44	13%	N=22	43%	N=72	100%	N=166
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	11%	N=17	36%	N=60	10%	N=16	43%	N=71	100%	N=165
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	24%	N=40	34%	N=57	17%	N=29	25%	N=43	100%	N=169
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	20%	N=34	41%	N=70	21%	N=36	17%	N=28	100%	N=168
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	37%	N=62	33%	N=56	7%	N=13	23%	N=38	100%	N=168
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	29%	N=48	26%	N=44	11%	N=19	34%	N=57	100%	N=168

Table 109: Question #2 without don't know responses

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Total	
	%	N	%	N	%	N	%	N
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	59%	N=88	37%	N=55	4%	N=6	100%	N=149
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	48%	N=67	44%	N=62	8%	N=12	100%	N=140
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	26%	N=22	39%	N=34	35%	N=30	100%	N=87
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	25%	N=31	30%	N=38	45%	N=57	100%	N=127
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	23%	N=29	53%	N=66	24%	N=29	100%	N=124
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	40%	N=42	49%	N=51	11%	N=12	100%	N=105
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	31%	N=33	52%	N=56	17%	N=18	100%	N=107
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	39%	N=47	55%	N=66	6%	N=7	100%	N=120
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	14%	N=14	29%	N=29	57%	N=56	100%	N=98

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.	Strongly support		Support		Do NOT support		Total	
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	30%	N=28	47%	N=44	23%	N=22	100%	N=94
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	19%	N=17	64%	N=60	17%	N=16	100%	N=94
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	32%	N=40	45%	N=57	23%	N=29	100%	N=126
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	24%	N=34	50%	N=70	26%	N=36	100%	N=140
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	48%	N=62	43%	N=56	10%	N=13	100%	N=130
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	43%	N=48	39%	N=44	17%	N=19	100%	N=111

Table 110: Question #3

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	26%	N=34	9%	N=12	18%	N=23	2%	N=3	45%	N=60	100%	N=132
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	12%	N=16	13%	N=18	4%	N=5	15%	N=19	56%	N=74	100%	N=132
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	N=3	4%	N=6	4%	N=6	1%	N=1	88%	N=116	100%	N=132
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	2%	N=2	12%	N=16	6%	N=8	9%	N=12	72%	N=95	100%	N=132
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	2%	N=2	0%	N=1	5%	N=6	4%	N=5	89%	N=118	100%	N=132

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	N=4	2%	N=3	10%	N=13	5%	N=7	79%	N=105	100%	N=132
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	11%	N=15	3%	N=4	4%	N=6	2%	N=3	80%	N=105	100%	N=132
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	3%	N=4	14%	N=19	3%	N=4	3%	N=4	77%	N=102	100%	N=132
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	3%	N=5	2%	N=2	1%	N=2	2%	N=2	92%	N=121	100%	N=132
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	3%	N=4	3%	N=3	2%	N=3	4%	N=6	88%	N=116	100%	N=132
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	5%	N=7	7%	N=9	3%	N=3	2%	N=3	84%	N=111	100%	N=132

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
	%	N	%	N	%	N	%	N	%	N	%	N
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	7%	N=9	9%	N=12	12%	N=16	11%	N=15	61%	N=81	100%	N=132
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	2%	N=2	6%	N=8	3%	N=4	8%	N=11	80%	N=106	100%	N=132
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	14%	N=18	8%	N=11	8%	N=10	8%	N=11	62%	N=82	100%	N=132
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	5%	N=7	2%	N=2	9%	N=12	7%	N=9	77%	N=102	100%	N=132
None	7%	N=10	0%	N=0	0%	N=0	0%	N=0	93%	N=132	100%	N=142

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Table 111: Question #4 (coded) with “don’t know” responses

If there are other transportation projects you think the City should undertake, what are they?*	Percent	Number
Increase/improve bus service	30%	N=21
Pedestrian improvements (crosswalks, sidewalks, etc.)	12%	N=8
Signal light changes/improvements	4%	N=3
Road improvements (widening roads, roundabouts, etc.)	13%	N=9
Bicycle transportation projects	8%	N=6
Connectivity improvements/projects	9%	N=6
Improvements/projects to reduce traffic congestion	14%	N=10
Speed limits/reduce speeding traffic	1%	N=1
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	3%	N=2
Other comment	3%	N=2
None/Don't know	2%	N=1
Total	100%	N=69

** Note: Respondents could write in a response to this question in their own words. These verbatim responses can be found starting on page 204. The comments were classified into these broad categories.*

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Table 112: Question #4 (coded) without don't know responses

If there are other transportation projects you think the City should undertake, what are they?*	Percent	Number
Increase/improve bus service	31%	N=21
Pedestrian improvements (crosswalks, sidewalks, etc.)	13%	N=8
Signal light changes/improvements	4%	N=3
Road improvements (widening roads, roundabouts, etc.)	14%	N=9
Bicycle transportation projects	9%	N=6
Connectivity improvements/projects	9%	N=6
Improvements/projects to reduce traffic congestion	15%	N=10
Speed limits/reduce speeding traffic	1%	N=1
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	3%	N=2
Other comment	3%	N=2
Total	100%	N=67

* Note: Respondents could write in a response to this question in their own words. These verbatim responses can be found starting on page 204. The comments were classified into these broad categories.

Table 113: Question #5

To improve bus service, would you prefer to...	Percent	Number
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	36%	N=51
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	64%	N=89
Total	100%	N=140

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Table 114: Question #6

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Percent	Number
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	47%	N=66
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	53%	N=75
Total	100%	N=141

Table 115: Question #7

To improve roads and traffic, would you prefer to...	Percent	Number
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	26%	N=37
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion.	60%	N=84
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	14%	N=20
Total	100%	N=140

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Table 116: Question #8

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Percent	Number
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	64%	N=95
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	27%	N=39
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	9%	N=13
Total	100%	N=147

Table 117: Question #9

How many years have you lived in Sammamish?	Percent	Number
Less than 2 years	24%	N=36
2-5 years	14%	N=21
6-10 years	22%	N=33
11-20 years	18%	N=27
21-30 years	12%	N=18
More than 30 years	8%	N=12
Total	100%	N=147

Table 118: Question #10

Is your primary residence...	Percent	Number
Rented	13%	N=19
Owned	87%	N=130
Total	100%	N=149

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Table 119: Question #11

How often do you...	Less often		1-4 times a month		3-6 times a week		Every day		Total	
	Percent	N	Percent	N	Percent	N	Percent	N	Percent	N
Walk	19%	N=28	30%	N=44	19%	N=27	32%	N=46	100%	N=146
Bike	75%	N=107	18%	N=26	4%	N=5	3%	N=4	100%	N=142
Take a bus	74%	N=105	4%	N=6	10%	N=14	12%	N=18	100%	N=142
Drive	0%	N=1	5%	N=8	18%	N=26	77%	N=114	100%	N=149

Table 120: Question #12

Are you Spanish, Hispanic or Latino?	Percent	Number
No	94%	N=135
Yes	6%	N=8
Total	100%	N=143

Table 121: Question #13

What is your race? (Please check all that apply.)*	Percent	Number
American Indian or Alaskan Native	0%	N=1
Asian, Asian Indian or Pacific Islander	14%	N=20
Black or African American	0%	N=0
White	82%	N=114
Other	12%	N=17

*Total may exceed 100% as respondents could select more than one option.

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Table 122: Question #14

What language do you primarily speak at home?	Percent	Number
English	93%	N=124
Chinese	3%	N=4
Spanish	1%	N=1
Multiple	0%	N=0
Other language	3%	N=4
Total	100%	N=133

Table 123: Question #15

In which category is your age?	Percent	Number
18-24 years	5%	N=8
25-34 years	13%	N=19
35-44 years	28%	N=40
45-54 years	24%	N=34
55-64 years	17%	N=24
65 years or older	13%	N=18
Total	100%	N=143

Table 124: Question #16

What is your gender?	Percent	Number
Female	49%	N=70
Male	51%	N=72
Identify another way	0%	N=0
Total	100%	N=142

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Table 125: Question #17

What is your current employment status?	Percent	Number
Employed part-time	7%	N=11
Employed full-time	54%	N=78
Unemployed	12%	N=17
Student	6%	N=8
Retired	20%	N=28
Disability/unable to work	1%	N=1
Total	100%	N=144

Verbatim Responses to Question #4: If there are other transportation projects you think the City should undertake, what are they?

Note: Responses are sorted by category, and alphabetically within category.

Road improvements (widening roads, roundabouts, etc.)

- All ways to the plateau have a single lane stretch - this needs to change.
- East Lake Sammamish to Redmond. The intersection at NE 65th Street and at Redmond Way (202) is a big snarl in the morning. Widening East Lake just north of 65th would allow more cars to turn left during the short traffic light timing. So a big plus would be to time the light at 65th with Redmond Way and allow for more cars to turn left in the morning. This pinch point slows down traffic and causes a backup on East Lake Samm, for over 5 miles. Please Fix. Yes I know its not on Sammamish land, but we pay the price for this slow down! Walkway along 212 just south of SE 24th. When the road was repaved a few years ago, the city cheaped out and narrowed the walkway. Its dangerous for riders and walkers because its too narrow for the speed of the traffic. Need a barrier on both sides of the road and clean up the trail.
- Permenant traffic circle at Beaver Lake and SE 32nd/Issaquah Beaver Lake.
- Please make it safer to turn onto 228th, and for people to cross it. It's only a matter of time until someone gets killed!
- roundabout at SE Issaquah Beaver Lake Rd and 256 Ave SE
- Sahalee and 202. Not Transit lanes. Transit is not used enough
- The construction of roundabouts must be designed with semi truck trailer use in mind as long as construction is to remain at current levels.
- Turning lanes on East Lake Sammamish
- We need a roundabout at the intersections of 256th ave SE and SE Beaver Lake Rd especially before traffic rerouted for Issaquah Falls City Rd construction. Dangerous intersection now without the added rerouted traffic.
- Widen 228th to improve traffic flow
- Widening ISSAQUAH-Pine Lake Road to two lanes each side and a middle turning lane near Lakeside Montessori. Make the roundabout two lanes and the crosswalk for Sunny Hills away from the roundabout.
- work with WSDOT/Redmond to improve road and flow from 244th onto HWY202 (widen to two lanes sooner, light schedule improvements)

Pedestrian improvements (crosswalks, sidewalks, etc.)

- 1) Extend sidewalks along 228th/Sahalee from NE 25th to NE 36th. 2) Consider creating an alternative arterial road to 228th running North/South. If you want to get anywhere you need to go on 228th and that lack of alternatives exacerbates problems.
- Add a sidewalk between NE 37th Way and Evans Creek Preserve along the east side of Sahalee Way. This is a short section and would improve pedestrian access to Evans Creek Preserve.
- Covered walkway along 4th st

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- Crosswalk with flashing lights at the fire station on 228th in North Sammamish near the fire station and Deer Field Park. There is a bus stop here and many people cross and the closest crosswalk is far away.
- E. Beaver Lake Dr SE and W. Beaver Lake Dr SE are very popular biking/walking routes but also extremely dangerous. There are several blind corners and no designated trail for pedestrians. In addition, the walking path for Beaver Lake Preserve crosses W Beaver Lake Dr SE in 2 places and has no crosswalk. Please consider the safety of the pedestrians on these routes. Thank you!
- Enhancing sidewalks/protected bike lanes to all schools, so families not on bus route can walk/bike to school.
- More sidewalks along Sahalee/228th, more lighting for visibility of pedestrian and biker, but stop improvements (there are many that are dangerous to wait at), better enforcement of 35mph limit along ELSP
- Pedestrian bridge across 228th Ave at SE 4th St to allow for commuters from town center to get to the opposite side of 228th without having to wait for the light to change.
- Safe crosswalk - can be Ped activated - from the path on the west side of Issaquah fall city rd to Duthie Hill Park parking lot. Need safe access to Duthie for kids and families (and all ages)!
- Sidewalk and curb NE 8th St from Eastlake roundabout to 244th. Kids are walking to and from school on the south side of NE 8th which puts them at level with traffic. Sidewalk and curb all of 228th/Sahalee from NE 8th to 202.

Increase/improve bus service

- 1.) Extend King County's Sammamish Community Ride's service area to North Sammamish including Sahalee and Timberline.
- Adding more bus routes from Sammamish to Seattle, Bellevue, etc. that go all day not only morning and evening
- Better public transportation options
- Community shuttles, additional parking lots near shuttle access, dial-a-ride
- I would love a bus to go from Eastlake high school on 228th to Issaquah and around. The 269 doesn't work on week-ends ðŸ˜˜”
- Keep more public transportation OFF the plateau he buses that clog the roads! If people don't have a car, stay off the plateau!
- More and frequent buses to Seattle and Bellevue
- More bus routes from neighborhoods to the commons. More bus routes to neighboring cities to get cars off the roads.
- Night-time bus service. Wait times are really long trying to get back to Issaquah Highlands Park and Ride after 8 pm, and connections to the rest of Sammamish are nonexistent. As a female traveling alone, this makes it hard to participate in networking opportunities after work.

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- Not sure if people would use it, but a trolley or shuttle that would connect neighborhood areas along 228th/Sahalee Way to major points along that route (eg Saffron, CWU, EC, Met market complex, library, etc)
- Shuttle to light rail @Marymoor
- The morning commute on ESLP is much worse during the school year because of the busses stopping every 100 yds or so. Can there be pullouts for school busses to let traffic go by?
- We need bus stops along East Lake Sammamish parkway that connect to the transit centers and to the Y on the plateau.

Connectivity improvements/projects

- Do Not Make connection between E Beaver Lake Dr and Belvedere !!!!' You will allow more accidents and big risk to human health and safety!!!
- filling in MISSING STREET CONNECTIONS (including taking down barriers) are most important. One of the easiest things we can do to reduce our traffic congestion is to create a better network. It is ridiculous that many of these connections resist but because of NIMBYs, the whole system must suffer.
- Identify better road connections off plateau. Reduce number of traffic circles and streetlights on main roads by constructing overpass/underpass for through traffic. Fence main roadways so foot/bike/skateboard/wheelchair cannot wander into roadway. Reconstruct main roads so no school zones slow traffic--pedestrian bridges/tunnels-- and better connect pedestrian crossings to trails, sidewalks, and neighborhoods. Investigate AGT (https://en.wikipedia.org/wiki/Automated_guideway_transit) system for city to reduce vehicle traffic. Modern AGT with properly instrumented roads including roads shared with traffic and smart battery vehicles using tires instead of rails can move people to shopping, to transit centers, to offices, and to move students to schools. More roads or better managed traffic on roads are needed for traffic load city is allowing rampant developers to impose. Sit in rush hour traffic waiting to get off plateau in morning or back onto plateau in evening to see problem.
- Make a connection from 218th Ave SE to 222nd Pl SE or extend SE 8th to have a western access to the YMCA and library. Make a connection of NE 4th from 211th Pl NE to 217th Ave NE or connection of 214th Ave NE to NE 4th St to allow Tamarack neighborhood access to city center.
- There needs to be more routes to Inglewood Middle school than just 8th street. Access to and from the school is too limited.
- -Work with Issaquah to improve freeway access coming down Issaquah Fall City Road and onto I-90. -Work with Redmond to improve the 520 exit onto Redmond Way, a route that many of our homeowners take to access the plateau.

Bicycle transportation projects

- Any improvements that don't involve the addition of bike lanes taking up valuable surface roads.
- Bike lane on Louis Thompson, not just sidewalks please. I see lots of bikes and end up riding the hill myself as I live right on it. We need bike lanes for safety.

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- Bike safety on Thomson road and Inglewood road. This are the two points where bike commuters come from the eastside (Redmond and Kirkland area)?
- It GALLS me that Sammamish is spending \$\$\$ on bike lanes when the organizations do not monetarily add their support. As I see it, bike enthusiasts TAKE precious roadway from drivers and do not pay for it. The signs that say "Share The Road" make me laugh - they simply TAKE our roads, parking and emergency parking shoulders!
- Safe way to bike from the plateau to E Lake Sam Pkwy
- The city should make buffered bike lanes rather than painted bike lanes. As a recreational biker I see too many people in our narrow and curvy roads, too close for comfort. The city should not widen Issaquah Pine Lake Rd or Issaquah Fall City Rd or Sahalee Way to 3 lanes, rather to 4 lanes. Spend our money and show the courage to make meaningful changes.

Curb/limit growth to improve transportation or until transportation infrastructure supports the growth

- Fix the concurrency model to be more realistic. Stop tweaking input to allow so many new homes/apartments/condos until the roads are improved and there is a real transit solution in place. There is no way that a person could work away from their residence in Sammamish and not have/use a personal car or hired car. Increased hired car trips (Uber/Lyft) are bad as they generally require extra trips for the driver into and out of Sammamish.
- Stop adding housing. Don't add bike lanes. They are merely recreational up here and dangerous in general. Place bus stops BEFORE intersections so that traffic is not blocked if the bus stops and the light for the crossroad turns green (i.e. 228th Ave. NE and NE 25th Way).

Improvements/projects to reduce traffic congestion

- coordinate with the City of Issaquah and the Issaquah School District about traffic issues that will be created by the proposed Issaquah High School #4 project
- I don't understand how you will accommodate all the new traffic created by those who will live near the Met Market on SE 4th Street. Thompson Road/212th can't take more traffic and Thompson hill road is already precarious due to surface water issues. And 228th is already congested. Who allowed this to happen? We all know that it is nearly impossible to fix infrastructure AFTER the people arrive. These people aren't going to walk to work. They work in Seattle, Redmond, Bellevue and so on. Also, Sammamish needs better, more frequent public transit into Issaquah and Redmond.
- I think the city should concentrate on improving main thoroughfares to move traffic through the city. We should not knock down barriers that would cause an increased flow of traffic in quiet neighborhoods. Most residents would prefer to drive an extra 5 minutes to get to where they are going rather than having cars streaming through a residential area.
- Improve traffic flow at intersection of SE Iss BL Rd and 256th/E BL Dr SE by either traffic signal or roundabout. Traffic gets backed up especially during school start/end times, and due to confusion over right of way (e.g. drivers with right of way stopping for cross traffic, apparently thinking it's a 4-way stop). And line of sight is difficult (hence, dangerous) due to curving road.

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- Improving traffic flow on/off the Plateau, for example at the intersection of Issaquah-Fall City Rd and East Lake Sammamish Pkwy. Timing stop lights on 228th and Issaquah-Pine Lake Rd
- Just LESS traffic and more dedicated bike access
- Plan ahead to reduce 228 traffic and make bike lanes that go from intersection of 228 and 24th down to E. Lake Sammamish Pkwy. Also make E. Sammamish Pkwy safer for bicyclists.
- Reduce traffic add more bike lanes and paths!
- The main goals should be make traffic safe, specially for pedestrians, and reducing traffic congestion.
- Work with the city of Issaquah to find additional ways to improve traffic flow along SE 56th St

Signal light changes/improvements

- Coordinate with Redmond and Issaquah on lights or other ways to reduce backups between Sammamish city limits and freeways.
- I would like to see the city take action on installing a traffic signal at 228th Ave and NE 28th Pl. For years, the city has conducted studies and surveys without taking action on what the results of those surveys and studies show. Frankly it is tiresome to see yet another survey. This intersection has had accidents in the past and it is surprising to me that the city has chosen to leave it neglected.
- Improve traffic signals/signage at SE 20th street exit as well as right and left turns from 228th street - widen this exit path on SE 20th to add wider lanes - the turning lane to exit this street which is also the right hand turning lane from 228th Street IS TOO NARROW! I have had many close calls when someone in a commercial vehicle or SUV makes the right turn from 228th onto 20th street. Also, no one pays attention exiting 20th street onto 228th street to the NO RIGHT TURN ON RED sign and people hurriedly make the illegal turn into 228th traffic coming down south, This is a very poor, too narrow 20th street traffic area. ALSO, TRAFFIC TURNING OFF OR INTO 29th Street do not pay attention to people crossing with the light and I've seen many older folks almost hit when an ignorant driver rushes to illegally cross in front of the pedestrian with the right of way.
- Prioritize lights for main arteries - Issaquah Pine Lake road gets totally clogged in the afternoons because of the frequency of the signal cycle. This is a main artery and should be given priority over smaller streets.

Speed limits/reduce speeding traffic

- Neighborhood speed management i.e speed humps, roundabouts

None/Don't know

- none

Appendix D: Comparison of Statistically Valid and Open Participation Survey Responses

The following tables compare the results from the mailed probability survey (the “statistically valid” survey) and the online open participation survey. While some responses were similar across the two surveys, some differences were noted.

- When asked how important they felt various potential Transportation Master Plan goals were, results were similar between the two samples with one exception: a greater proportion of the probability sample respondents felt it was essential or very important to shorten travel distances between destinations by improving street connectivity compared to online open participation survey sample respondents (see Table 126 and Table 127). Similar proportions in each sample felt it was essential to make it safe and easier to walk to destinations, but a greater proportion of online open participation survey respondents felt this was very important compared to the statistically valid survey recipients.
- In general, the online open participation survey respondents were more likely to strongly support the 15 listed projects compared to the mailed probability survey sample respondents, with three exceptions: they were less likely to strongly support adding a new roadway connection between E Beaver Lake Drive and SE Belvedere Way, creating a center turn lane on 228th at the intersection with SE 40th, or widening to 5 lanes on 228th Ave SE from Issaquah-Pine Lake Rd to SE 43rd Way (see Table 128).
- The four projects most likely to be considered one of the top four projects by both sets of respondents were (see Table 131):
 - Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.
 - 228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way
 - Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way
 - 228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way

However, the project most frequently considered a top four project for the mailed probability survey respondents was the Issaquah-Pine Lake Rd SE widening, while for the online open participation survey respondents it was improvements at the intersection of 228th Ave NE and Sahalee Way NE.

- When writing in responses to what other transportation projects the City should undertake, open participation survey respondents were more likely to make a comment about increasing or improving bus service compared to mailed probability

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survey respondents, while mailed probability survey respondents were more likely to mention road improvements (see Table 132).

- On the trade-off questions, the top choice of respondents was the same for both groups, although sometimes the “lean” was greater in one group versus the other (see Table 133, Table 134, Table 135 and Table 136).
- Online open participation survey respondents had shorter lengths of residency in Sammamish compared to the mailed survey respondents, and were less likely to use a bike. They were a bit less likely to be employed full-time (see Table 137, Table 139 and Table 147).

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Table 126: Question #1 by Survey Sample

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Mailed Probability Survey	Online Open Participation Survey
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	31%	35%
Make it safer and easier to walk for recreation, exercise and enjoyment	32%	33%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	22%	29%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	23%	26%
Make it safer and easier to ride the bus	32%	35%
Reduce traffic congestion	73%	67%
Increase traffic safety	46%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	31%	20%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	53%	54%

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Table 127: Question #1 by Survey Sample

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Mailed Probability Survey	Online Open Participation Survey
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	57%	68%
Make it safer and easier to walk for recreation, exercise and enjoyment	67%	71%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	46%	50%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	55%	53%
Make it safer and easier to ride the bus	60%	66%
Reduce traffic congestion	93%	93%
Increase traffic safety	76%	81%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	51%	32%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	80%	76%

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Table 128: Question #2 by Survey Sample

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	51%	59%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	38%	48%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	19%	26%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	16%	25%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	18%	23%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	28%	40%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	26%	31%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	27%	39%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	26%	14%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	29%	30%

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The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	34%	19%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	45%	32%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	28%	24%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	47%	48%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	45%	43%

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Table 129: Question #2 by Survey Sample

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	91%	96%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	82%	92%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	62%	65%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	50%	55%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	67%	76%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	77%	89%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	68%	83%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	79%	94%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	63%	43%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	72%	77%

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The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	86%	83%
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	85%	77%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	71%	74%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	85%	90%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	84%	83%

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Table 130: Question #3 by Survey Sample

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	21%	24%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	10%	11%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	1%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	3%	2%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	2%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	2%	3%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	5%	3%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	3%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	3%	5%

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Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	11%	6%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3%	2%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	11%	13%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	11%	5%
None	5%	7%

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Table 131: Question #3 by Survey Sample

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	45%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	37%	41%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	8%	11%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	15%	27%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	13%	10%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	11%	19%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	10%	19%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	12%	22%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	13%	8%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	16%	12%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	20%	15%

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Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	37%	36%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	23%	18%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	47%	35%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	37%	21%
None	5%	7%

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Table 132: Question #4 by Survey Sample

If there are other transportation projects you think the City should undertake, what are they?	Mailed Probability Survey	Online Open Participation Survey
Increase/improve bus service	12%	30%
Pedestrian improvements (crosswalks, sidewalks, etc.)	14%	12%
Signal light changes/improvements	6%	4%
Road improvements (widening roads, roundabouts, etc.)	21%	13%
Bicycle transportation projects	10%	8%
Connectivity improvements/projects	11%	9%
Improvements/projects to reduce traffic congestion	7%	14%
Speed limits/reduce speeding traffic	2%	1%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	8%	3%
Other comment	5%	3%
None/Don't know	3%	2%
Total	100%	100%

Table 133: Question #5 by Survey Sample

To improve bus service, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	41%	36%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	59%	64%
Total	100%	100%

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Table 134: Question #6 by Survey Sample

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	43%	47%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	57%	53%
Total	100%	100%

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Table 135: Question #7 by Survey Sample

To improve roads and traffic, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	28%	26%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	62%	60%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	10%	14%
Total	100%	100%

Table 136: Question #8 by Survey Sample

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Mailed Probability Survey	Online Open Participation Survey
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	57%	64%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	29%	27%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	15%	9%
Total	100%	100%

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Table 137: Question #9 by Survey Sample

How many years have you lived in Sammamish?	Mailed Probability Survey	Online Open Participation Survey
Less than 2 years	11%	25%
2-5 years	17%	15%
6-10 years	15%	22%
11-20 years	29%	18%
21-30 years	15%	12%
More than 30 years	12%	8%
Total	100%	100%

Table 138: Question #10 by Survey Sample

Is your primary residence...	Mailed Probability Survey	Online Open Participation Survey
Rented	13%	13%
Owned	87%	87%
Total	100%	100%

Table 139: Question #11 by Survey Sample

How often do you... Percent doing each at least once a month	Mailed Probability Survey	Online Open Participation Survey
Walk	84%	81%
Bike	38%	25%
Take a bus	27%	26%
Drive	99%	100%

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Table 140: Question #11 by Survey Sample

How often do you... Percent doing each at least 3 times a week	Mailed Probability Survey	Online Open Participation Survey
Walk	63%	51%
Bike	12%	7%
Take a bus	14%	22%
Drive	97%	94%

Table 141: Question #11 by Survey Sample

How often do you... Percent doing each every day	Mailed Probability Survey	Online Open Participation Survey
Walk	32%	32%
Bike	3%	3%
Take a bus	6%	13%
Drive	80%	77%

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Table 142: Question #12 by Survey Sample

Are you Spanish, Hispanic or Latino?	Mailed Probability Survey	Online Open Participation Survey
No	94%	94%
Yes	6%	6%
Total	100%	100%

Table 143: Question #13 by Survey Sample

What is your race? (Please check all that apply.)*	Mailed Probability Survey	Online Open Participation Survey
American Indian or Alaskan Native	1%	0%
Asian, Asian Indian or Pacific Islander	22%	14%
Black or African American	1%	0%
White	73%	82%
Other	6%	12%
Total*	100%	100%

*Total may exceed 100% as respondents could select more than one option.

Table 144: Question #14 by Survey Sample

What language do you primarily speak at home?	Mailed Probability Survey	Online Open Participation Survey
English	90%	93%
Chinese	4%	3%
Spanish	1%	1%
Multiple	0%	0%
Other language	5%	3%
Total	100%	100%

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Table 145: Question #15 by Survey Sample

In which category is your age?	Mailed Probability Survey	Online Open Participation Survey
18-24 years	3%	5%
25-34 years	15%	13%
35-44 years	23%	28%
45-54 years	30%	24%
55-64 years	14%	17%
65 years or older	15%	12%
Total	100%	100%

Table 146: Question #16 by Survey Sample

What is your gender?	Mailed Probability Survey	Online Open Participation Survey
Female	50%	50%
Male	49%	50%
Identify another way	1%	0%
Total	100%	100%

Table 147: Question #17 by Survey Sample

What is your current employment status?	Mailed Probability Survey	Online Open Participation Survey
Employed part-time	10%	7%
Employed full-time	64%	54%
Unemployed	7%	12%
Student	2%	6%
Retired	17%	20%
Disability/unable to work	0%	1%
Total	100%	100%

Appendix E: Survey Methodology

About the Survey

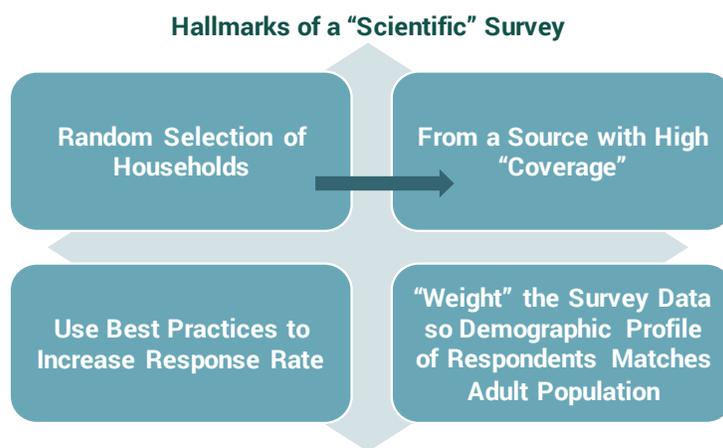
The City of Sammamish is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City's transportation vision and goals over the next 20 years. The TMP will provide a strategic framework and prioritized investments to help improve how residents and visitors get around town. In doing so, there are several issues and needs to consider when deciding how and where to spend limited resources. These include:

- Addressing the challenges of growth on the transportation network;
- Promoting safety for all users;
- Developing a long-term, sustainable financing plan;
- Finding a way to achieve a connected road network while maintaining neighborhood character;
- Integrating new technologies; and
- Finding ways to partner with transit agencies, school districts, regional partners, and others to meet the community's most pressing transportation-related needs.

The City of Sammamish 2019 Transportation Master Plan Survey provided residents the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish funded this research and contracted with National Research Center (NRC) to implement the study. Please contact Doug McIntyre, Transportation Planner at DMcIntyre@sammamish.us or 425-295-0628 if you have any questions about the survey.

Hallmarks of a "Scientific" Survey

The figure below displays the unique features of a scientific survey. The statistically valid survey conducted by National Research Center on behalf of the City of Sammamish was a scientific survey, implemented using survey research best practices to provide a picture of the opinions of all adults living in the City.



In addition to the statistically valid probability sample survey, an open participation survey was conducted, in which the survey was made available online and publicized by the City.

Developing the Questionnaire

The survey questionnaire was developed by starting with questions generated by staff and by questions used in TMP workshops. In an iterative process between City staff, staff of the TMP consultant Fehr & Peers and staff from NRC, the final questionnaire was created. A copy can be found in *Appendix F: Survey Materials*.

Selecting Survey Recipients

The target population for the survey was adults who live within the geographic limits of the City of Sammamish. The statistically valid survey was designed as a mailed survey. The list from which survey recipients were selected is referred to as a “sampling frame.” A sampling frame was chosen that provided high “coverage,” meaning that almost every member of the target population had a chance of being selected.

Because local governments generally do not have inclusive lists of all the residences in the jurisdiction (tax assessor and utility billing databases often omit rental units), lists from the United States Postal Service (USPS), based on the Delivery Sequence File (DSF) used by the postal carriers to deliver the mail and updated every three months, usually provide the best representation of all households in a specific geographic location. A list of households within the zip codes serving Sammamish was purchased from Go-Dog Direct. They provided a list of addresses that were selected using a systematic selection, a procedure where every Nth item is chosen, a process which results in a random selection.

A larger list than needed was sampled, as zip codes generally do not follow municipal boundaries and addresses outside of city limits would be eliminated. Each of the addresses purchased was geocoded, and identified as being inside or outside city boundaries, and if inside the city, assigned to one of four zones. (A map of the zones can be found on the next page.) A random selection was made of 3,000 addresses; multi-family addresses (identified as those including a unit number) were oversampled at a rate of 5:3 compared to single family addresses. This oversampling is done as those who live in multi-family housing tend to respond to surveys at a lower rate than those in single family housing.

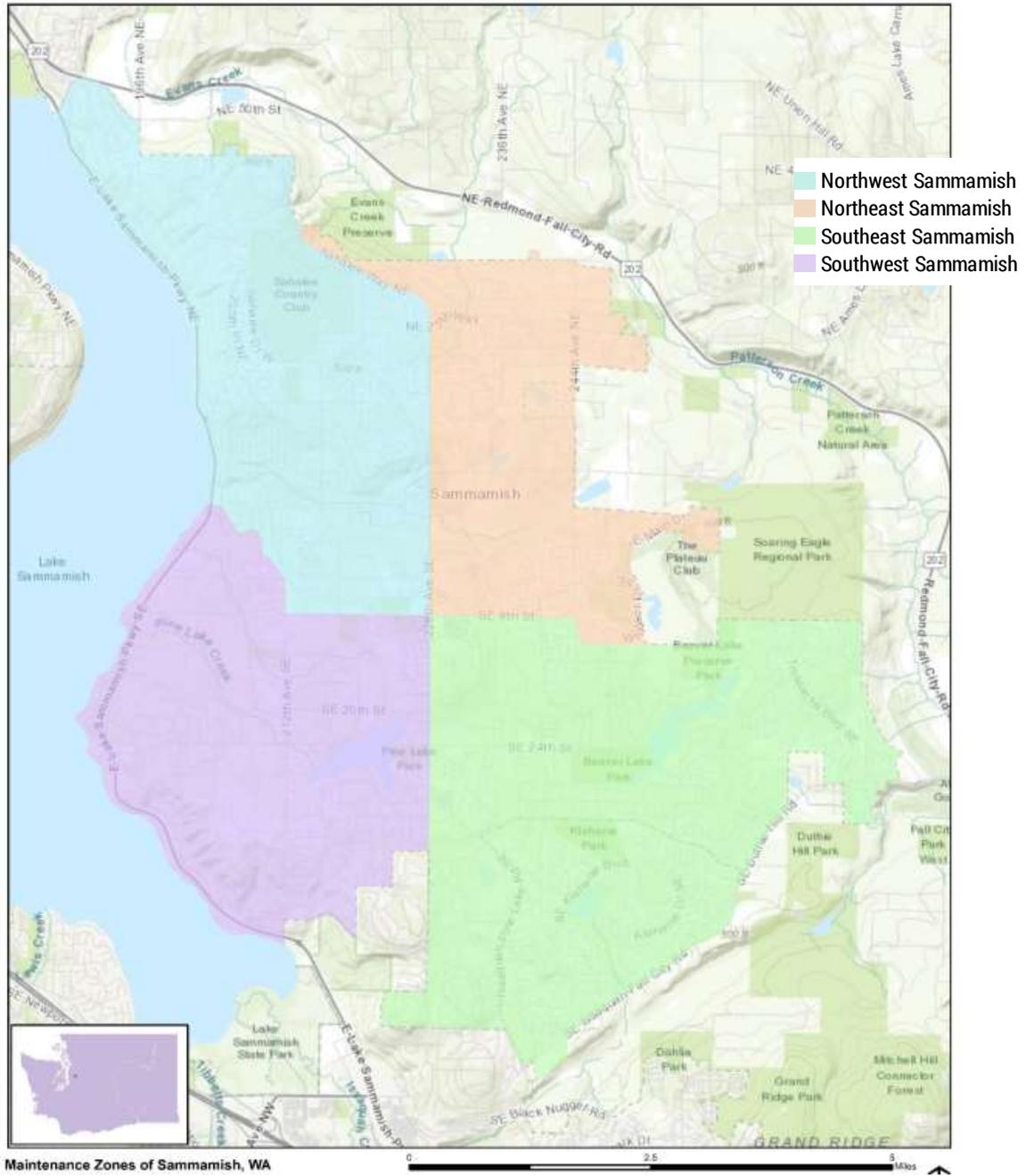
To ensure that survey results could be compared by zone, a different color paper was used to print the survey for each zone. A code for the color identifying the zone was then data entered along with the responses to that survey. An individual within each household was randomly selected to complete the survey using the birthday method.¹

For the open participation survey, anyone who heard or saw the outreach messages about the online survey on Connect Sammamish could go the website and complete the survey.

¹ The birthday method selects a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.

City of Sammamish 2019 Transportation Master Plan Survey

Figure 11: Map of Sammamish Maintenance Zones



Administering the Survey

Households randomly selected to receive the statistically valid survey were contacted three times by mail in October 2019. Completed surveys were collected over the following weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent, the first wave of the survey was sent. The second wave was sent one week after the first. The survey mailings contained an introduction from the Sammamish City Manager, Rick Rudometkin, inviting the household's participation, a questionnaire and a postage-paid return envelope.

About 2% of the surveys (59) were returned because they either had incorrect addresses or were received by vacant housing units. Of the estimated 2,941 remaining households, 687 completed the survey, providing a response rate of 23%. This method of calculating the response rate is in accordance with the AAPOR's response rate #2 for mailed surveys of unnamed persons.² Typical response rates for a mailed resident survey range from 12% to 30%.

The open participation survey was identical to the mailed survey, but was programmed into the online survey application SurveyGizmo. A total of 167 completed surveys were obtained.

Confidence Intervals

The 95% confidence interval (or "margin of error") quantifies the "sampling error" or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within a certain number of percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite the best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (referred to as non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

The margin of error for the statistically valid survey, with 687 respondents, is $\pm 3.7\%$. In essence, this means that, 95% of the time, any statistic given in this report will be within 3.7 percentage points of what the entire adult population would have given had they all been surveyed. A margin of error cannot be calculated for the open participation survey, as responses did not come from a probability sample.

Survey Processing (Data Entry)

Mailed surveys were returned to NRC directly via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; NRC staff would choose randomly two of the three selected items to be coded in the dataset.

² See AAPOR's Standard Definitions here: [http://www.aapor.org/Standards-Ethics/Standard-Definitions-\(1\).aspx](http://www.aapor.org/Standards-Ethics/Standard-Definitions-(1).aspx) for more information

City of Sammamish 2019 Transportation Master Plan Survey

Once all surveys were assigned a unique identification number, they were entered into an electronic dataset. This dataset was subject to a data entry protocol of “key and verify,” in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

For the open participation survey, the dataset is created from the responses given by those completing the online survey. The dataset is downloaded from the SurveyGizmo application.

Analyzing the Results

Weighting the Data

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of the community. This is done by comparing the demographic profile of survey respondents to that of the target population, which is all adults living in Sammamish. Weighting is a statistical adjustment where more weight is given to groups who responded at a lower rate than other groups, and less weight is given to those who responded at a higher rate. For example, in almost all surveys, younger people respond at a lower rate than older people. Weighting rebalances the profile. The theory behind this weighting is that younger people (or other groups who tend to underrespond) who did participate in the survey are more like the younger people who did NOT participate than they are like the older people who did respond to the survey.³

Initial weights were calculated using an Iterative Proportional Fitting model via a python raking algorithm plug-in to SPSS. No adjustments were made for design effects. The results of the weighting scheme are presented in the table on the next page. All the variables in that table, except zone of residence, were used in the weighting scheme. The probability sample survey and the open participation survey were each weighted independently.

³ An example of how weighting works may be helpful. Hypothetically, suppose the population norm for gender was 50%/50%, but 70% of the surveys received were from females, and 30% were from males. The weights that would need to be applied to make the sample representative of the population would be 0.7143 for females (thereby giving each response **less** weight in the overall ratings) and 1.6667 for males (giving each response **more** weight overall). If it is further supposed that these two groups had very different ratings of streets; if for example, females felt very favorably, with 80% of females giving a positive rating, and males felt much less favorable, with only 40% giving a positive rating. Given that we had more responses from women, if we did NOT weight the results, we would be left with a rosier picture of the perception of streets by residents than if we did weight the data. The unweighted average rating is 68% ($80\% \times 70\% + 40\% \times 30\%$), while the weighted average is 60% ($80\% \times 50\% + 40\% \times 50\%$).

Characteristic	Percent in Population	Percent in Sample	Weight to bring to 50%	Unwt'd Rating of Streets	Streets rating with proper weights
Female	50%	70%	0.714	80	(80 * .50)
Male	50%	30%	1.666	40	(40 * .50)
TOTAL	100%	100%	---	68	60

City of Sammamish 2019 Transportation Master Plan Survey

Table 148: Weighting Table 2019

Characteristic	Population Norm ¹	Probability Sample		Open Participation	
		Unweighted Data	Weighted Data	Unweighted Data	Weighted Data
Housing					
Rent home	13.7%	6.7%	13.0%	2.0%	12.5%
Own home	86.3%	93.3%	87.0%	98.0%	87.5%
Race and Ethnicity					
White alone, not Hispanic	67.0%	68.7%	66.9%	64.0%	66.3%
Hispanic and/or other race	33.0%	31.3%	33.1%	36.0%	33.7%
Sex					
Female	50.6%	48.2%	50.2%	57.7%	49.2%
Male	49.4%	51.8%	49.8%	42.3%	50.8%
Age					
18-34 years of age	19.6%	5.8%	18.7%	5.6%	18.6%
35-54 years of age	53.0%	48.6%	52.5%	61.5%	51.8%
55+ years of age	27.4%	45.6%	28.8%	32.9%	29.6%
Zone*					
Northwest Sammamish	25.9%	28.9%	28.3%	NA	NA
Northeast Sammamish	16.9%	14.3%	15.1%	NA	NA
Southeast Sammamish	42.1%	39.7%	41.4%	NA	NA
Southwest Sammamish	15.1%	17.0%	15.1%	NA	NA

¹Source: 5-year estimates from the 2017 American Community Survey

*Source: Geocoded sample list purchased from Go-Dog Direct

Statistical Analysis

The electronic dataset was analyzed using the Statistical Package for the Social Sciences (SPSS). For the most part, frequency distributions are presented in the body of the report. The complete sets of frequencies for each survey question are presented in *Appendix A: Full Set of Responses to Each Survey Question, Statistically Valid Survey* and *Appendix C: Full Set of Responses to Each Survey Question, Open Participation Survey*.

Also included are results from the statistically valid survey by selected respondent characteristics (*Appendix B: Crosstabulations of Selected Survey Responses by Respondent Characteristics*). Chi-square or ANOVA tests of significance were applied to these breakdowns of selected survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of the sample represent “real” differences among those populations. Where differences between subgroups are statistically significant, they have been marked in this appendix.

Appendix D: Comparison of Statistically Valid and Open Participation Survey Responses contains tables with side-by-side comparisons of responses to the survey questions by survey method.

Appendix F: Survey Materials

The following pages contain a copy of the postcards, cover letters and survey questionnaire for the statistically valid survey. The open participation survey was identical, but was published online.

Dear Neighbor,

It won't take much of your time to make a big difference!

Your household has been randomly selected to participate in a survey about transportation in our community. Your survey will arrive in a few days.

Your responses will help us craft a Transportation Master Plan to best meet the needs of everyone in Sammamish.

Thank you for helping create a better community!

Sincerely,

Rick Rudometkin

City of Sammamish City Manager

Dear Neighbor,

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Sincerely,

Rick Rudometkin

City of Sammamish City Manager

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Sammamish, WA 98075



801 – 228th Avenue SE • Sammamish, WA 98075 • Phone: 425-295-0500 • Fax: 425-295-0600 • web: www.sammamish.us

Dear City of Sammamish Resident:

I am pleased to invite you to participate in the City of Sammamish 2019 Transportation Master Plan Survey. Your input will influence how the City should prioritize its limited resources to improve and enhance the safety and improve the ease of mobility for all our residents to move within the City and to points beyond.

The City is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies and projects to develop a multimodal transportation system that achieves the City’s transportation vision and goals over the next 20 years. (<https://connect.sammamish.us/transportation-master-plan>).

You have been selected at random to take the survey and it should only need about 10-15 minutes to complete.

A few things to remember:

- **Your responses are completely anonymous. All respondents’ answers will be compiled as a group and not on an individual basis.**
- In order to hear from a diverse group of residents, we ask that the member of your family who had the most recent birthday (who is also over 18) complete this survey. If they are not available, please have any member over 18 take the survey.
- Please return the survey by mail in the enclosed postage-paid envelope. If you have any questions about the survey, please call the City’s Project Manager, Doug McIntyre at 425-295-0628.

I and the TMP Project Team thank you for your time and participation!

Sincerely,
Rick Rudometkin, *City Manager*

Sammamish Transportation Master Plan Survey

1. As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?

	<u>Essential</u>	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>	<u>Don’t know</u>
Make it safer and easier to <u>walk</u> to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to <u>walk</u> for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to <u>bicycle</u> to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to <u>bicycle</u> for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to <u>ride the bus</u>	4	3	2	1	DK
Reduce traffic congestion.....	4	3	2	1	DK
Increase traffic safety.....	4	3	2	1	DK
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	4	3	2	1	DK
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	4	3	2	1	DK

2. The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Please refer to the map on the opposite page and rate how much, if at all, you support each of the following projects in the list below.

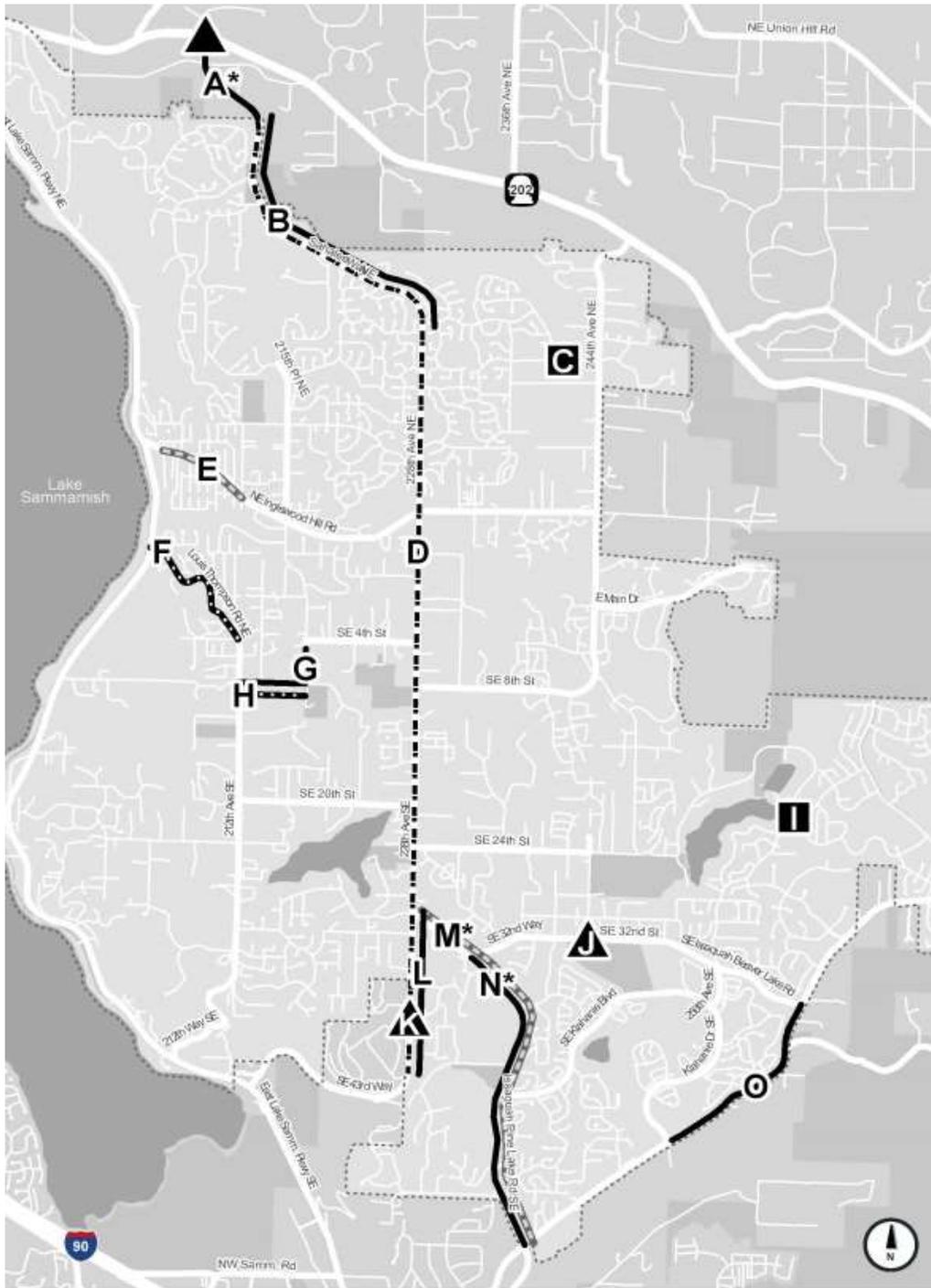
	<u>Strongly Support</u>	<u>Support</u>	<u>Do NOT Support</u>	<u>Don't Know</u>
A. 228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	3	2	1	DK
B. Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way to North City Limits; install a signal at Sahalee Way and NE 28 th Place.....	3	2	1	DK
C. NE 22nd St: Add a new roadway connection between 244th Ave NE and 236th Ave NE	3	2	1	DK
D. 228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles.....	3	2	1	DK
E. NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE.....	3	2	1	DK
F. Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3	2	1	DK
G. SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.....	3	2	1	DK
H. SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE.....	3	2	1	DK
I. E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	3	2	1	DK
J. SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs.....	3	2	1	DK
K. 228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.....	3	2	1	DK
L. 228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Pine Lake Rd SE to SE 43rd Way	3	2	1	DK
M. Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3	2	1	DK
N. Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.....	3	2	1	DK
O. Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE.....	3	2	1	DK

3. Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? [Using the letters in Question #2 above, please write in the letters below for your 1st, 2nd, 3rd, and 4th choices, or circle 'NONE'.]

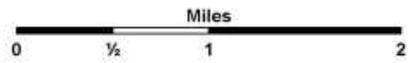
1st: _____ 2nd: _____ 3rd: _____ 4th: _____ NONE

4. If there are other transportation projects you think the City should undertake, what are they?

MAP OF PROJECTS:



- Intersection Project
- Roadway Project
- Pedestrian Project
- Transit Project
- Bicycle Project
- Road Connection Project
- City of Sammamish



* These projects will require coordination with other municipalities to complete.

The Transportation Master Plan will identify many more needs than there are available resources so trade-offs will have to be made. The next four questions ask you to choose which you think is most important out of two or three options. We know that you may feel that all the options are important, but ask that you choose which ONE you feel is MOST important or that you MOST prefer for each of questions #5 through #8 below

5. To improve bus service, would you prefer to...

- Increase coverage:** Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.
- Increase frequency:** Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.

6. To improve the safety and ease of bicycling and walking in the community, would you prefer to...

- Improve coverage:** Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.
- Improve safety and quality:** Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.

7. To improve roads and traffic, would you prefer to...

- Improve connectivity:** Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.
- Reduce congestion:** Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion.
- Enhance safety for all users:** Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.

8. To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?

- Improve infrastructure:** Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.
- Encourage alternative transportation:** Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.
- Increase traffic enforcement:** Partner with school districts and police to enforce traffic laws specifically around schools.

These last questions are about you and your household. Again, all of your responses to this survey are **completely anonymous** and will be reported in group form only.

9. How many years have you lived in Sammamish?

- Less than 2 years
- 2-5 years
- 6-10 years
- 11-20 years
- 21-30 years
- More than 30 years

10. Is your primary residence...

- Rented
- Owned

11. How often do you . . .

	Every day	3-6 times a week	1-4 times a month	Less often
Walk	4	3	2	1
Bike	4	3	2	1
Take a bus	4	3	2	1
Drive	4	3	2	1

12. Are you Spanish, Hispanic or Latino?

- No
- Yes

13. What is your race? (Please check all that apply.)

- American Indian or Alaskan Native
- Asian, Asian Indian or Pacific Islander
- Black or African American
- White
- Other

14. What language do you primarily speak at home?

15. In which category is your age?

- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65 years or older

16. What is your gender?

- Female
- Male
- Identify another way

17. What is your current employment status?

- Employed part-time
- Employed full-time
- Unemployed
- Student
- Retired
- Disability/unable to work

Thank you for completing this survey!
Please return it in the postage-paid envelope to:
National Research Center, Inc.,
PO Box 549, Belle Mead, NJ 08502



801 – 228th Avenue SE • Sammamish, WA 98075 • Phone: 425-295-0500 • Fax: 425-295-0600 • web: www.sammamish.us

Dear City of Sammamish Resident:

Here’s a second chance if you haven’t already responded to the City of Sammamish 2019 Transportation Survey! Your participation in this survey is very important. (If you already completed the survey and sent it back, we thank you for your time and ask you to recycle this survey. Please do not respond twice.)

Your input will influence how the City should prioritize its limited resources to improve and enhance the safety and improve the ease of mobility for all our residents to move within the City and to points beyond.

The City is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies and projects to develop a multimodal transportation system that achieves the City’s transportation vision and goals over the next 20 years.

(<https://connect.sammamish.us/transportation-master-plan>).

You have been selected at random to take the survey and it should only need about 10-15 minutes to complete.

A few things to remember:

- **Your responses are completely anonymous. All respondents’ answers will be compiled as a group and not on an individual basis.**
- In order to hear from a diverse group of residents, we ask that the member of your family who had the most recent birthday (who is also over 18) complete this survey. If they are not available, please have any member over 18 take the survey.
- Please return the survey by mail in the enclosed postage-paid envelope. If you have any questions about the survey, please call the City’s Project Manager, Doug McIntyre at 425-295-0628.

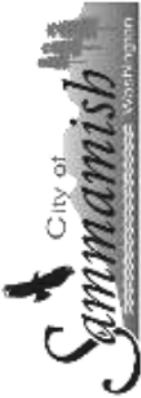
I and the TMP Project Team thank you for your time and participation!

Sincerely,
Rick Rudometkin, *City Manager*

Sammamish Transportation Master Plan Survey

1. As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals?

	<u>Essential</u>	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>	<u>Don't know</u>
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to walk for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to bicycle for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to ride the bus	4	3	2	1	DK
Reduce traffic congestion.....	4	3	2	1	DK
Increase traffic safety	4	3	2	1	DK
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	4	3	2	1	DK
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	4	3	2	1	DK



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Permit NO.94

2035 Model Results

The 2035 Traffic Model projects traffic conditions out to 2035 to test for the initial impact of potential TMP projects on the Sammamish transportation network in 2035 and identify failures. The 2035 model takes into account land use, growth (both regional and local) and the construction of transportation concurrency projects and Town Center connector roads (assumed to be built by private development).

Two scenarios were modeled, a “Baseline” and a “Build” scenario. The difference is that the “Build” scenario assumes the TMP prioritized projects are completed to test how those projects improve the transportation system

For ease of review, below are only the **failing** corridors and intersections from the “Baseline” model that does not assume any TMP prioritized projects. These failures are resolved in the “Build” scenario, which does assume the completion of TMP prioritized projects.

Segments and Corridors Analysis

Transportation Master Plan									
Baseline Model*									
2035 HCM Modified Methodology									
2/11/2020									
Segment		2035 Volumes		2035 HCM Mod Capacity	2035 V/C		AM	PM	
		AM	PM		AM	PM	Corridor ≤1.1 Segment ≤1.4		
Duthie Hill Road Corridor		EB			0.57	1.19	Pass	Fail	
		WB			1.16	0.74	Fail	Pass	
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	EB	458	971	725	0.63	1.34	Pass	Pass
		WB	957	593		1.32	0.82	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE ¹	EB	460	935	906	0.51	1.03	Pass	Pass
		WB	904	605		1.00	0.67	Pass	Pass
Notes									
Corridor V/C ratios are volume weighted.									
* Baseline Model: Land Use: Regional growth to 2035, Local growth to 2035, and Town Center Buildout resulting in 2035 demand projections; Network Improvements: 2020-2025 TIP + Town Center Connection projects									
¹ Segment is partially outside of Sammamish City Limits.									

Intersections Analysis

2/11/2020							
DRAFT							
				AM School Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
				Delay	LOS	Delay	LOS
CP No.	Intersection	LOS Standard	Traffic Control	Delay	LOS	Delay	LOS
4	244th Ave SE & SE 24th St	C	2-Way Stop	27.9	D	18.7	C
5	SE 32nd St & 244th Ave SE	C	4-Way Stop	19.5	C	29.1	D
7	228th Ave SE & SE 40th St **	D	2-Way Stop	25.7	D	39.3	E

NOTE: * Baseline Model: Land Use: Regional growth to 2035, Local growth to 2035, and Town Center Buildout resulting in 2035 demand projections; Network Improvements: 2020-2025 TIP + Town Center Connection projects
 ** Intersection configurations require the use of HCM2000 methodologies to adequately present the operations of the two-stage left-turns from the minor approach.

DRAFT

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City of Sammamish

Transportation Master Plan

March 2020



City of Sammamish

801 228th Ave SE
Sammamish, WA 98075
425-295-0500

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DRAFT

DRAFT



Chapter
04



Plan Implementation

- Anticipated Funds Available
- Prioritized Project List



Plan Implementation

The previous chapter describes the City's proposed guidelines for accommodating different modes of travel and the current needs in the transportation system to achieve these guidelines. This chapter describes the recommended prioritized TMP project list, which seeks to address these needs, while being mindful of likely City resources over the next 20 years.

Anticipated Funds Available

To arrive at a recommended project list, the top performing projects that fit within the City's reasonably anticipated financial constraints over the next 20 years were identified. While funding available for transportation over the next two decades cannot be forecast with certainty, a conservative estimate is that future annual budgets will be similar to the average of the past six years (2013-2018) and the transportation capital funds expended during that timeframe. Using this approach, the amount anticipated to be available for

transportation capital projects is approximately \$7 million per year. Thus, an approximate financial constraint for the TMP is \$140 million (in 2020 dollars) over the next 20 years. This is summarized in **Table 6**. The remainder of this chapter includes two sets of potential future transportation project lists: a prioritized list and a full list including the non-prioritized projects. The project lists and the funding assumptions contained in this Chapter will aid current and future decision makers in allocating resources to address transportation issues throughout Sammamish.

Average funding available for transportation capital projects (2013-2018)	Lifespan of this TMP	Estimated Funds Available for Transportation Capital Projects over Life of TMP
\$7 million	20 years	\$140 million

Table 6. Estimated Funding Available for Projects Over the Next 20 Years.

Prioritized Project List

This section presents the recommended list of priority TMP capital investments. The benefit of prioritizing potential future transportation projects is that it aids future funding discussions and centralizes all necessary information, such as community input and priorities, to facilitate easier deliberations for decision makers.

The projects in this list were scored and prioritized based on the seven priorities described in the Future Transportation Vision section and outlined in the pages below. **Figure 27** shows a map of these prioritized projects. This section outlines the complete streets projects, followed by projects that create new connections and non-motorized projects. Note that all costs are in 2020 dollars.

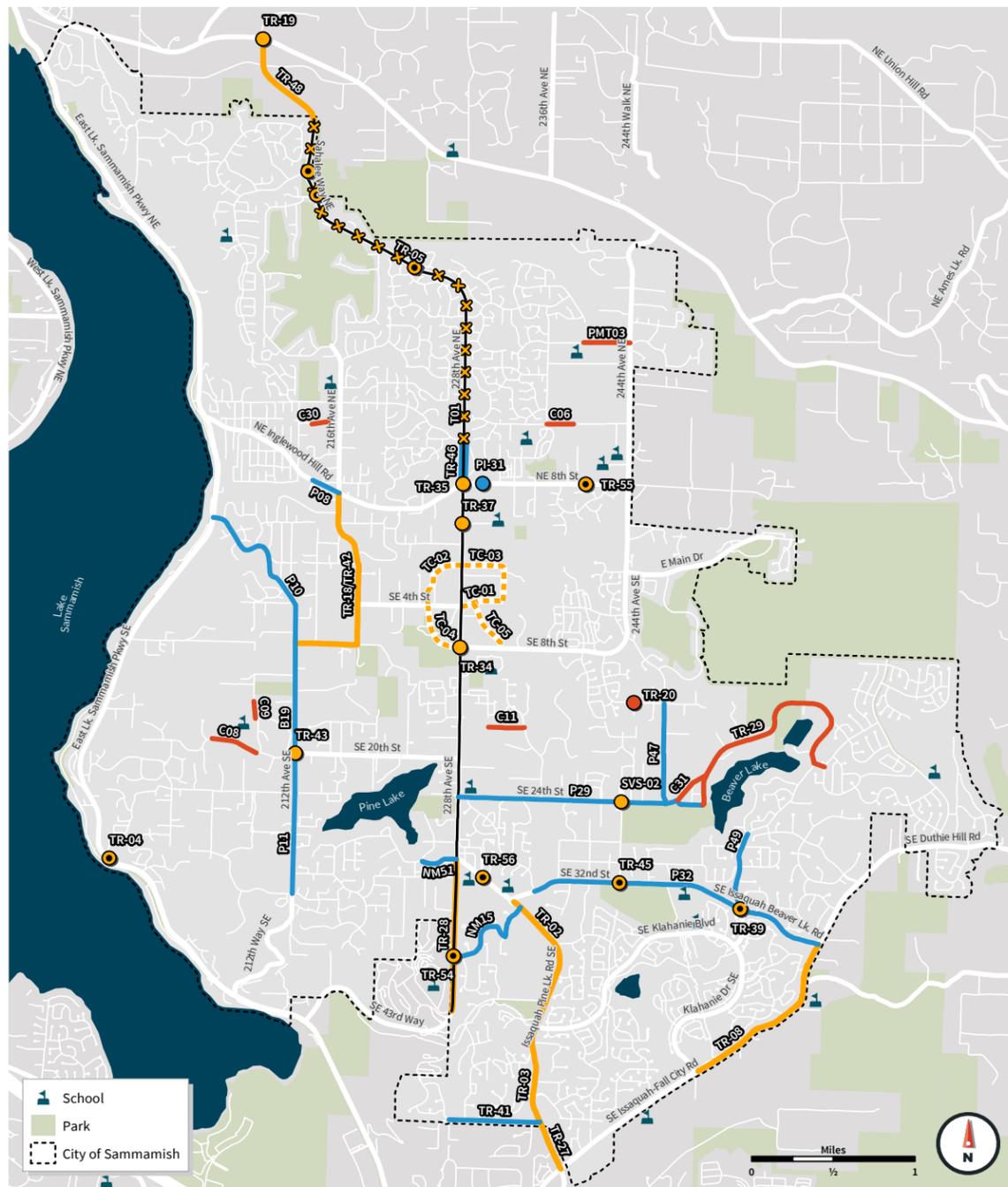


Figure 27. Map of Prioritized Projects Categorized by Project Type

Complete Streets Projects

Required Concurrency Projects

- TR-04:** East Lake Sammamish Parkway SE & SE 24th St Intersection
- TR-05:** Sahalee Way NE from North City Limits to NE 12th Place, including concurrency failing intersections and other intersection improvements
- TR-39:** 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection
- TR-45:** SE 32nd Street & 244th Avenue SE Intersection
- TR-54:** 228th Avenue SE & SE 40th Street Intersection
- TR-55:** 242nd Ave NE & NE 8th Street Intersection
- TR-56:** Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection

Town Center Connections

- TC-01:** SE 4th Street Extension
- TC-02:** Town Center NW Connector
- TC-03:** Main Street/Town Center NE Connector
- TC-04:** Town Center SW Connector
- TC-05:** Town Center SE Connector

Other Complete Streets Investments

- TR-02:** Issaquah-Pine Lake Road From Klahanie Boulevard to SE 32nd Street
- TR-03:** Issaquah-Pine Lake Road From SE 48th Street to Klahanie Boulevard
- TR-08:** Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road
- TR-18/TR-42:** SE 8th Street/218th Avenue SE From 212th Avenue SE to Inglewood Hill Road NE
- TR-19*:** Sahalee Way & SR 202 Intersection
- TR-27*:** Issaquah-Pine Lake Road From E Issaquah-Fall City Road to SE 48th Street
- TR-28:** 228th Avenue SE From Issaquah-Pine Lake Road to SE 43rd Way
- TR-34:** 228th Avenue SE & SE 8th Street Intersection
- TR-35:** 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road Intersection
- TR-37:** 228th Avenue NE & NE 4th Street Intersection
- TR-43:** 212th Avenue SE & SE 20th Street Intersection
- TR-48*:** Sahalee Way From SR 202 to North City Limits
- SVS-02:** SE 24th Street & 244th Avenue SE Intersection

Transit Project

- T01:** 228th Avenue Transit Signal Priority

New Connections

- C06:** NE 14th Street Connection 2 Between 236th Avenue NE and 241st Avenue NE
- C08:** NE 19th Street Connection Between east of 203rd Avenue SE and SE 20th Street
- C09:** 208th Avenue SE Connection Between south of SE 12th Street and SE 16th Street
- C11:** SE 18th Place Connection Between 231st Avenue SE and west of 235th Ave SE
- C30:** NE 14th Street Connection 1 Between 216th Avenue NE and 212th Avenue NE
- C31:** 251st Avenue SE Connection Between 251st Avenue SE and W Beaver Lake Drive SE
- PMT03:** NE 22nd Street Connection Between 244th Avenue NE and 239th Avenue NE
- TR-20:** SE 14th Street Extension Between Lawson Park Plat and 248th Ave SE
- TR-29:** SE Belvedere Way Connection Between E Beaver Lake Drive and SE Belvedere Way

Non-Motorized Projects

- B19:** 212th Avenue SE Active Transportation Improvements: From SE 8th Street to SE 24th Street
- NM15:** SE 40th Street/234th Ave SE Sidewalk Improvement From 228th Avenue SE to Issaquah-Pine Lake Road SE
- NM51:** SE 30th Street Sidewalk Improvement From 228th Avenue SE to 224th Avenue SE
- P08:** NE Inglewood Hill Road Sidewalk Improvement From 213th Place NE to 216th Avenue NE
- P10:** Louis Thompson Road NE Active Transportation Improvements From East Lake Sammamish Parkway to SE 8th Street
- P11:** 212th Avenue SE Sidewalk Improvement From SE 24th Street to SE 34th Street
- P29:** SE 24th Street Active Transportation Improvements: From 228th Avenue SE to Beaver Lake Drive
- P32:** SE 32nd Street Active Transportation Improvements: From 235th Place SE to SE Duthie Hill Road
- P47:** 248th Avenue SE Active Transportation Improvements: From SE 24th Street to SE 14th Street
- P49:** E Beaver Lake Drive SE Sidewalk Improvement From SE 32nd Street to E Beaver Lake Drive SE
- PI-31:** NE 8th Street Crossing at the Regency and Saffron Retail Centers
- TR-41:** SE 48th Street Issaquah-Pine Lake Road SE to 227th Place SE From Issaquah-Pine Lake Road SE to 227th Place SE
- TR-46:** 228th Avenue Bike Lane NE 12th Street to NE 8th Street

* Project extends beyond city limits and will require coordination with other jurisdictions.

Complete Street Projects

Complete streets are streets that are designed and operated to enable safe use and support mobility for all users. This may include improvements to the vehicle network, such as adding travel lanes or improving intersections, but may also include improving sidewalks or constructing bike lanes. These projects are detailed in the following pages.

Goals

- 1  The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
- 2  Regional destinations should be easier to access, with more transit and less congestion on commute routes
- 3  It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
- 4  Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
- 5  Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
- 6  The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
- 7  Community input is reflected in project prioritization.

Project Name

Project Description

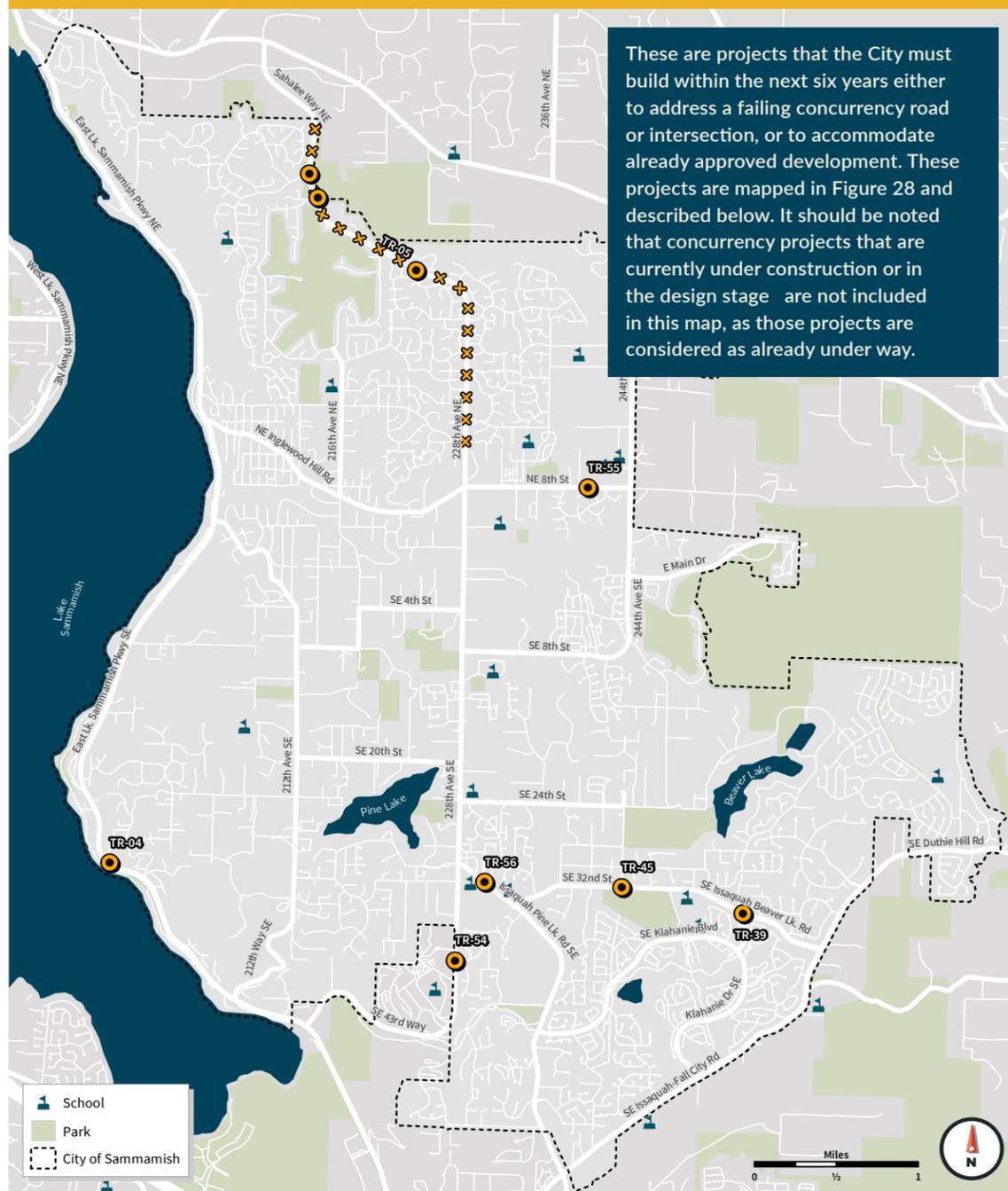
Timeline <..... When the project will be completed

Cost <..... Estimated cost for the project

Goals Met



Figure 28. Required Concurrency Projects



TR-04: East Lake Sammamish Parkway SE & SE 24th St Intersection

Construct a traffic signal with turn lanes, curb, gutter and sidewalk at the East Lake Sammamish Parkway SE and SE 24th Street intersection. A one-lane roundabout is an alternative being considered as well.

Timeline: 2021-2026

Cost: \$4,032,000 - \$5,376,000

Goals Met:



TR-05: Sahalee Way NE from North City Limits to NE 12th Place

Widen Sahalee Way NE to three lanes with median or two-way left turn lane, buffered bike lanes, curb, gutter and sidewalk from NE 12th Way to NE 36th Street. From NE 36th Street to NE 37th Street, widen to a five lane cross-section. From NE 37th Street to North City Limits, widen to a four lane cross-section with median. This includes the possibility of adding "climbing" lane as needed. Paired with this project are multiple intersection improvements, including the installation of a signal at the Sahalee Way and NE 28th Place intersection, a possible by-pass lane at the Sahalee Way and NE 37th Street intersection, and improving sight distance at the Sahalee Way and NE 36th Street intersection.

Timeline: 2021-2026

Cost: \$89,478,000 - \$101,408,000

Goals Met:



TR-39: 256th Ave SE/E Beaver Lake Drive SE & Issaquah Beaver Lake Road Intersection

Construct a roundabout at the 256th Avenue SE/E Beaver Lake Drive SE and Issaquah Beaver Lake Road intersection.

Timeline: 2021-2026

Cost: \$1,775,000 - \$2,366,000

Goals Met:



TR-45: SE 32nd Street & 244th Avenue SE Intersection

Install all-way stop control at the intersection of SE 32nd Street and 244th Avenue SE.

Timeline: 2021-2026

Cost: \$135,000 - \$180,000

Goals Met:



TR-54: 228th Avenue SE & SE 40th Street Intersection

Create a left turn lane on the 228th Avenue SE approaches and reduce the median on the SE 40th Street approaches at the intersection of 228th Avenue SE and SE 40th Street.

Timeline: 2021-2026

Cost: \$729,000 - \$972,000

Goals Met:



TR-55: 242nd Ave NE & NE 8th Street Intersection

Add westbound right turn pocket at the 242nd Avenue NE and NE 8th Street intersection. This includes widening the NE 8th Street approaches.

Timeline: 2021-2026

Cost: \$1,928,000 - \$2,570,000

Goals Met:



TR-56: Issaquah-Pine Lake Road & 230th Lane SE/231st Lane SE Intersection

Rechannelize and restripe 230th Lane and 231st Lane and extend the westbound left turn pocket on Issaquah Pine Lake Road at the intersection of Issaquah-Pine Lake Road and 230th Lane SE/231st Lane SE.

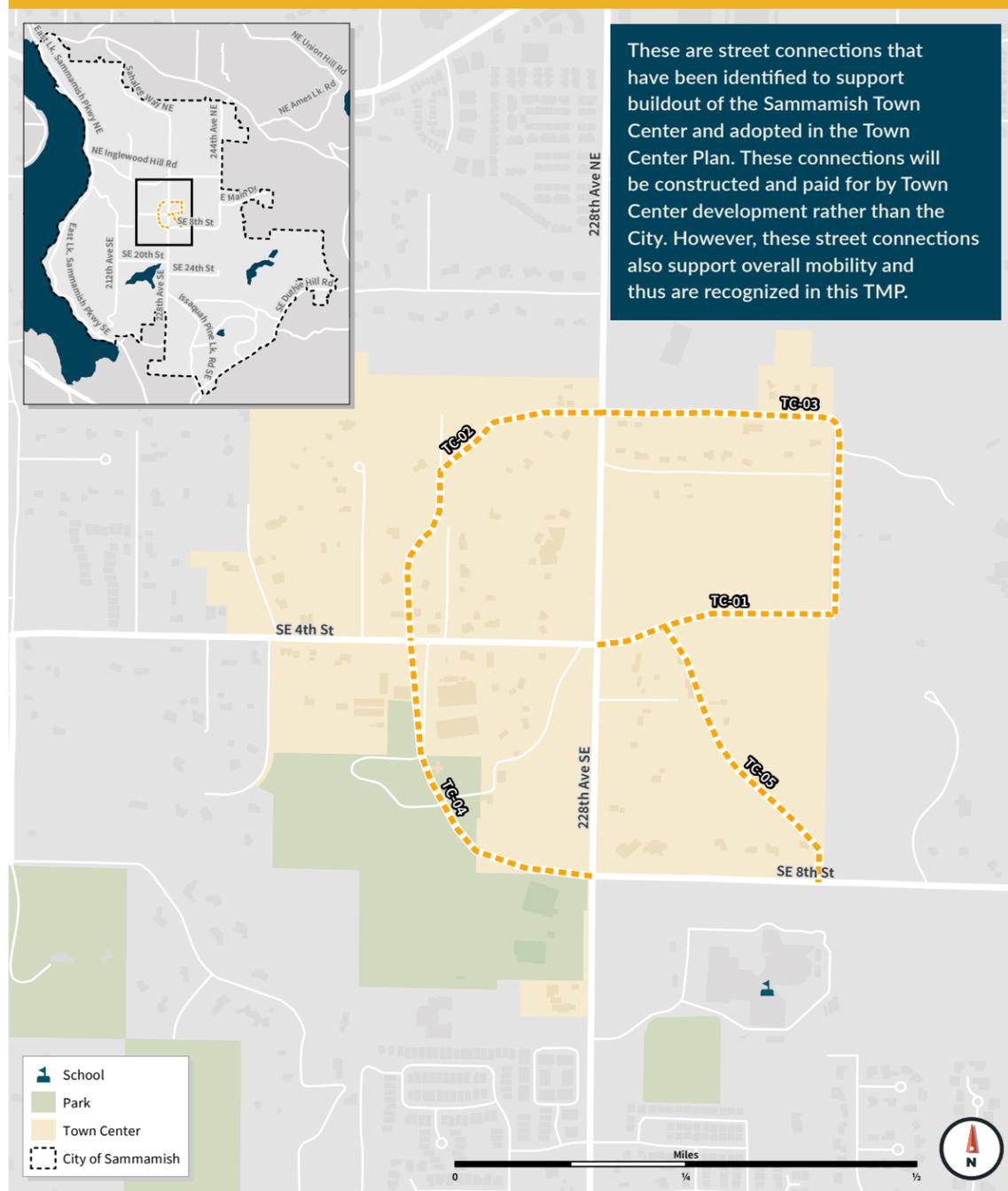
Timeline: 2021-2026

Cost: \$108,000 - \$144,000

Goals Met:



Figure 29. Town Center Connection Projects



TC-01: SE 4th Street Extension

Widen SE 4th Street to 3 lanes with median or two-way left turn lane with bike lanes, curb, gutter and sidewalk from 228th Ave SE to the proposed Main St NE Connector. This project also includes adding an eastbound right turn lane at the intersection of SE 4th Street and 228th Avenue SE.

Timeline: By 2035

Goals Met:



TC-02: Town Center NW Connector

Construct a connector road from the intersection of Main Street and 228th Avenue SE through the northwestern portion of the Town Center development to the intersection of 225th Place SE and SE 4th Street. This project includes modifications to include a west leg at the intersection of Main Street and 228th Avenue SE.

Timeline: By 2035

Goals Met:



TC-03: Main Street/Town Center NE Connector

Extend Main Street from 228th Avenue SE southeastward along the northeastern portion of the Town Center development to the SE 4th Street Extension. This includes providing infrastructure at the southern tip of the connector road for future expansion to the east.

Timeline: By 2035

Goals Met:



TC-04: Town Center SW Connector

Extend 225th Place SE from SE 4th Street southeastward through the Town Center development to the intersection of 228th Avenue SE and SE 8th Street.

Timeline: By 2035

Goals Met:



TC-05: Town Center SE Connector

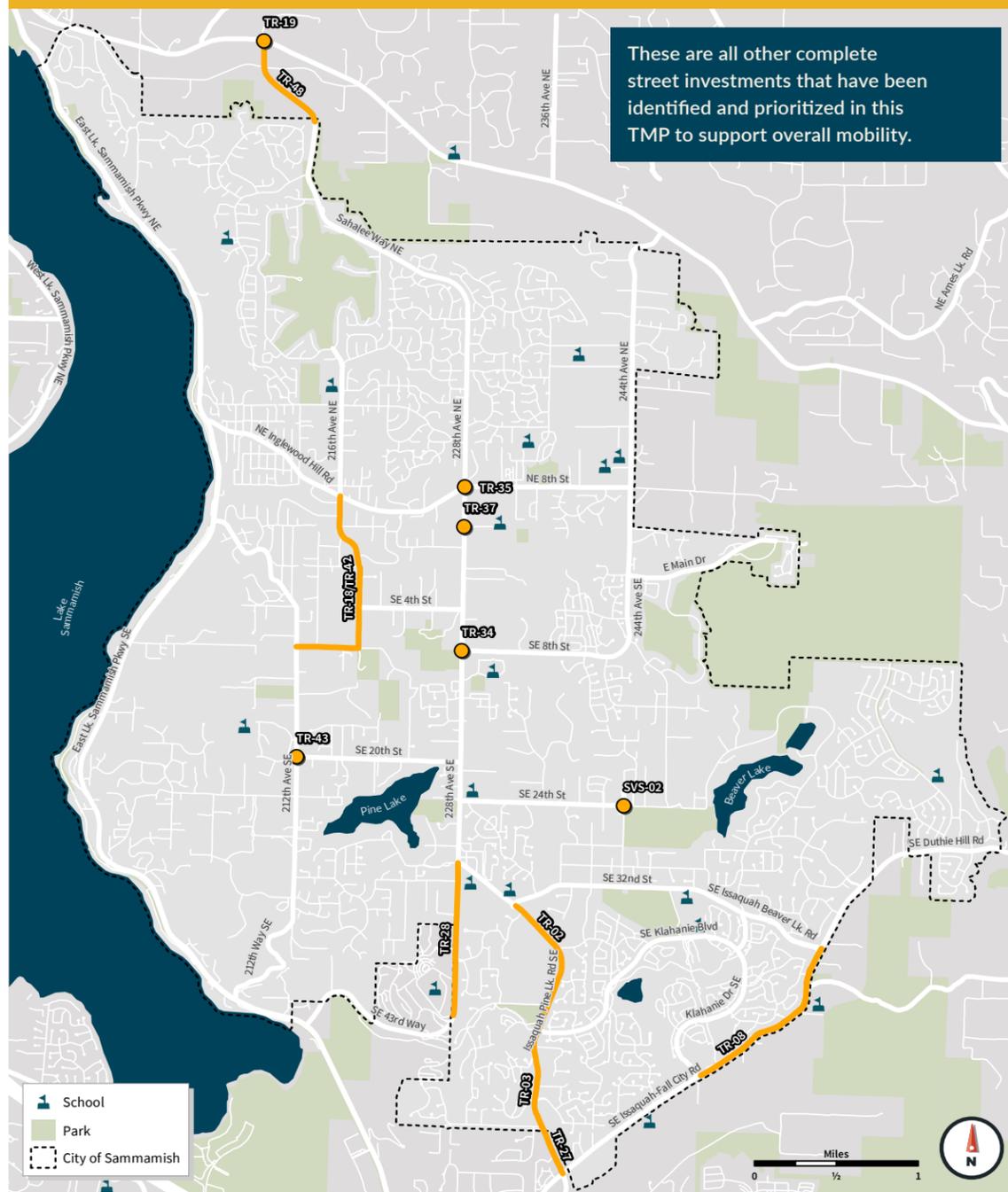
Construct a connector road from roughly 500 feet east of the SE 4th Street and 228th Avenue SE intersection southward to SE 8th Street. Includes the installation of a traffic signal at the intersection of Town Center SE Connector and SE 4th Street.

Timeline: By 2035

Goals Met:



Figure 30. Other Complete Streets Investments



TR-02: Issaquah-Pine Lake Road From Klahanie Boulevard to SE 32nd Street

Widen Issaquah-Pine Lake Road to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to SE 32nd Street. This project also includes adding bike lanes, curb, gutter, sidewalk and improving the existing roundabout at the intersection of Issaquah-Pine Lake Road and SE 32nd Street.

Timeline: By 2035

Cost: \$17,658,000 - \$23,544,000

Goals Met:



TR-03: Issaquah-Pine Lake Road From SE 48th Street to Klahanie Boulevard

Widen Issaquah-Pine Lake Road to 5 lanes with a median or two-way left turn lane from SE 48th Street to Klahanie Boulevard. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk

Timeline: By 2035

Cost: \$29,261,000 - 39,014,000

Goals Met:



TR-08: Issaquah-Fall City Road From Klahanie Drive SE to Issaquah-Beaver Lake Road

Widen Issaquah-Fall City Rd to 3 lanes with a median or two-way left turn lane from Klahanie Drive SE to Issaquah-Beaver Lake Road SE. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk.

Timeline: By 2035

Cost: \$20,405,000 - \$27,207,000

Goals Met:



TR-18/TR-42: SE 8th Street/218th Avenue SE From 212th Avenue SE to Inglewood Hill Road NE

Widen SE 8th Street/218th Avenue with a median or two-way left turn lane from 212th Avenue SE to Inglewood Hill Rd NE. This includes adding striped bike lanes, curb, gutter and sidewalk where needed.

Timeline: By 2035

Cost: \$19,681,000 - \$26,241,000

Goals Met:



TR-19: Sahalee Way & SR 202 Intersection

Coordinate with King County and WSDOT to improve and widen the intersection of SR 202 and Sahalee Way to a two-lane roundabout. All project improvements are outside of city limits and will require coordination with other municipalities.

Timeline: By 2035

Cost: TBD. This project is outside of the City and will be need to be coordinated with other agencies.

Goals Met:



TR-27: Issaquah-Pine Lake Road From E Issaquah-Fall City Road to SE 48th Street

Widen Issaquah-Pine Lake Road to 5 lanes with a median or two-way left turn lane from E Issaquah-Fall City Road to SE 48th Street. This project includes adding striped or buffered bike lanes, curb, gutter and sidewalk. All project improvements are outside of city limits and will require coordination with other municipalities.

Timeline: By 2035

Cost: \$12,926,000 - \$17,234,000

Goals Met:



TR-28: 228th Avenue SE From Issaquah-Pine Lake Road to SE 43rd Way

Widen 228th Avenue SE to 5 lanes with median or two-way left turn lane from Issaquah-Pine Lake Road SE to SE 43rd Way. This project also includes adding striped or buffered bike lanes, curb, gutter and sidewalk/boardwalk.

Timeline: By 2035

Cost: \$31,225,000 - \$41,632,000

Goals Met:



TR-34: 228th Avenue SE & SE 8th Street Intersection

Improve intersection level of service at the 228th Avenue SE and SE 8th Street intersection by widening/adding lanes and improving left-turn signalization for all approaches or installing a two-lane roundabout with pedestrian improvements.

Timeline: By 2035

Cost: \$5,826,000 - \$7,768,000

Goals Met:



TR-35: 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road Intersection

Improve intersection level of service at the 228th Avenue NE & NE 8th Street/NE Inglewood Hill Road intersection by widening and adding lanes or installing a two-lane roundabout.

Timeline: By 2035

Cost: \$2,054,000 (Signal), \$8,737,000 (Roundabout)

Goals Met:



TR-37: 228th Avenue NE & NE 4th Street Intersection

Improve intersection level of service at the 228th Avenue NE and NE 4th Street intersection by widening and adding lanes or installing a two-lane roundabout.

Timeline: By 2035

Cost: \$8,082,000 - \$10,776,000

Goals Met:



TR-43: 212th Avenue SE & SE 20th Street Intersection

Install a one-lane roundabout at the intersection of 212th Avenue SE and SE 20th Street.

Timeline: By 2035

Cost: \$2,522,000 - \$3,363,000

Goals Met:



TR-48: Sahalee Way From SR 202 to North City Limits

Widen Sahalee Way from SR 202 to North City Limits as necessary to extend double northbound left turn lanes; this will include widening to four or five lanes, adding at least one additional southbound travel lane or climbing lane. All project improvements are outside of city limits, and will require coordination with other municipalities.

Timeline: By 2035

Cost: \$25,443,000 - \$31,722,000

Goals Met:



SVS-02: SE 24th St & 244th Ave SE Intersection

Implement all-way stop control at the intersection of SE 24th Street and 244th Avenue SE.

Timeline: By 2035

Cost: \$135,000 - \$180,000

Goals Met:



New Connection Projects

In order to increase connectivity and reduce congestion on the few arterials in Sammamish, the City reviewed all connectivity issues, including barricades, gates, dead-end streets, and future connections. Based on review and community input, the City is evaluating several projects that would create new roadway connections to address traffic congestion. These new roadway connections may be as simple as removing a gate or physical barricade or may necessitate constructing a new roadway to complement the existing network. Regardless of the connection type, each new roadway connection will also require constructing complementary safety, capacity and traffic calming elements to ensure that these new connections positively impact the areas in which they are implemented.

Depending upon the location of each connectivity project, considerations for preserving or enhancing community character will be made. Before any barricade or gate removal connectivity project can be initiated, City Council must provide direction to City staff, pursuant to Resolution R2014-577, which will commence a planning and design process that includes significant community outreach. These projects are mapped in [Figure 31](#) and described in the following pages.

Goals

-  1 The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
-  2 Regional destinations should be easier to access, with more transit and less congestion on commute routes
-  3 It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
-  4 Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
-  5 Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
-  6 The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
-  7 Community input is reflected in project prioritization.

Project Name

Project Description

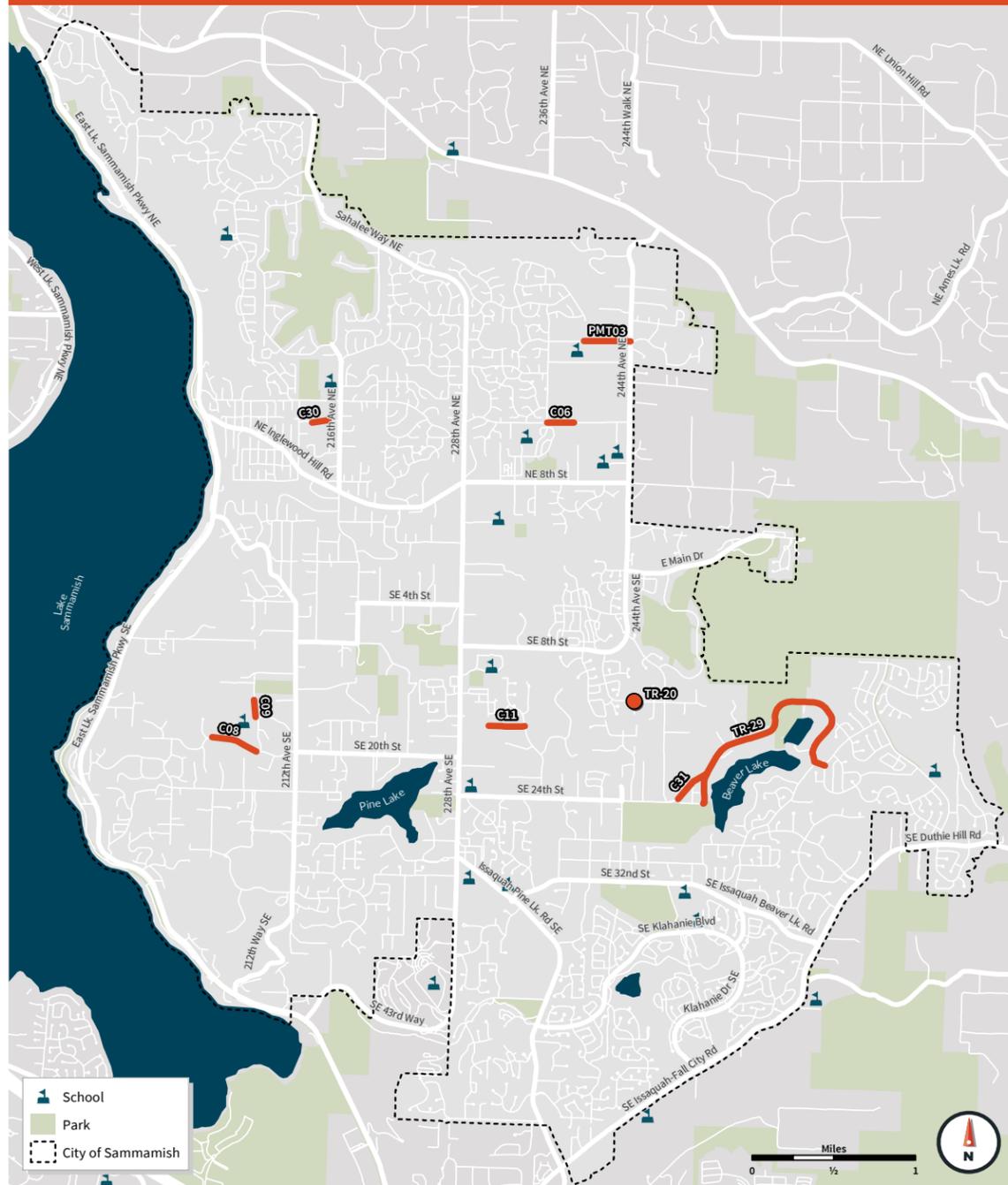
Timeline <----- When the project will be completed

Cost <----- Estimated cost for the project

Goals Met



Figure 31. New Connection Projects



C06: NE 14th Street Connection 2: Between 236th Avenue NE and 241st Avenue NE

Add a new roadway connection between 236th Avenue NE and 241st Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$8,709,000 - \$11,612,000

Goals Met:



C08: NE 19th Street Connection Between east of 203rd Avenue SE and SE 20th Street

Add a new roadway connection between east of 203rd Avenue SE and SE 20th Street, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$7,158,000 - \$9,544,000

Goals Met:



C09: 208th Avenue SE Connection Between south of SE 12th Street and SE 16th Street

Add a new roadway connection from just south of SE 12th Street to SE 16th Street, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$10,464,000 - \$13,953,000

Goals Met:



C11: SE 18th Place Connection Between 231st Avenue SE and west of 235th Ave SE

Add a new roadway connection between 231st Avenue SE and just west of 235th Avenue SE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$2,171,000 - \$2,894,000

Goals Met:



C30: NE 14th Street Connection 1 Between 216th Avenue NE and 212th Avenue NE

Add a new roadway connection between 216th Avenue NE and 212th Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$4,153,000 - \$5,538,000

Goals Met:



C31: 251st Avenue SE Connection Between 251st Avenue SE and W Beaver Lake Drive SE

Add a new roadway connection between 251st Avenue SE and W Beaver Lake Drive SE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$2,817,000 - \$3,756,000

Goals Met:



PMT03: NE 22nd Street Connection Between 244th Avenue NE and 239th Avenue NE

Add a new roadway connection between 244th Avenue NE and 239th Avenue NE, including complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$4,548,000 - \$6,063,000

Goals Met:



TR-20: SE 14th Street Extension Between Lawson Park Plat and 248th Ave SE

Add an extension of SE 14th Avenue SE between Lawson Park Plat and 248th Ave SE, with walking path on north side of street. This will include complementary safety, capacity and traffic calming enhancements.

Timeline: By 2035

Cost: \$1,913,000 - \$2,550,000

Goals Met:



TR-29: SE Belvedere Way Connection Between E Beaver Lake Drive and SE Belvedere Way

Add a new roadway connection between E Beaver Lake Drive and SE Belvedere Way. Roadway connection will include complementary safety improvements along E Beaver Lake Drive from the new connection to SE 24th Street.

Timeline: By 2035

Cost: \$25,163,000 - \$33,551,000

Goals Met:



Transit Capital Investments

Frequent and reliable transit service is an important part of creating a connected and accessible transportation network. However, many transit-related services are in the hands of other agencies. Coordinating with other agencies and jurisdictions to create new transit service or projects can present many complications that increase the cost and uncertainty of new projects and elongate the time to implement. Although several transit projects were considered during development of the TMP, including many submitted by community members via public workshops and online engagement, only one is included as part of the prioritized project list. Many others are included in the unconstrained project list as potential future investments. This project is mapped in [Figure 32](#) and described in the following pages.

Goals

- 1  The system should be efficient, maximizing its capacity by synchronizing traffic signals, staggering work and school schedules, and encouraging transit
- 2  Regional destinations should be easier to access, with more transit and less congestion on commute routes
- 3  It should be easier to get places on foot, by bike, or by car, with connected streets and trails, and improved bike connections.
- 4  Transportation system management should be fiscally sustainable, controlling investment costs, finding grants, and increasing local ability to pay.
- 5  Transportation should be safe and welcoming, with better street crossings, calmed traffic to slow speeds, and increased traffic enforcement.
- 6  The rights-of-way and trails should look great, enhancing the character that makes Sammamish unique.
- 7  Community input is reflected in project prioritization.

Project Name

Project Description

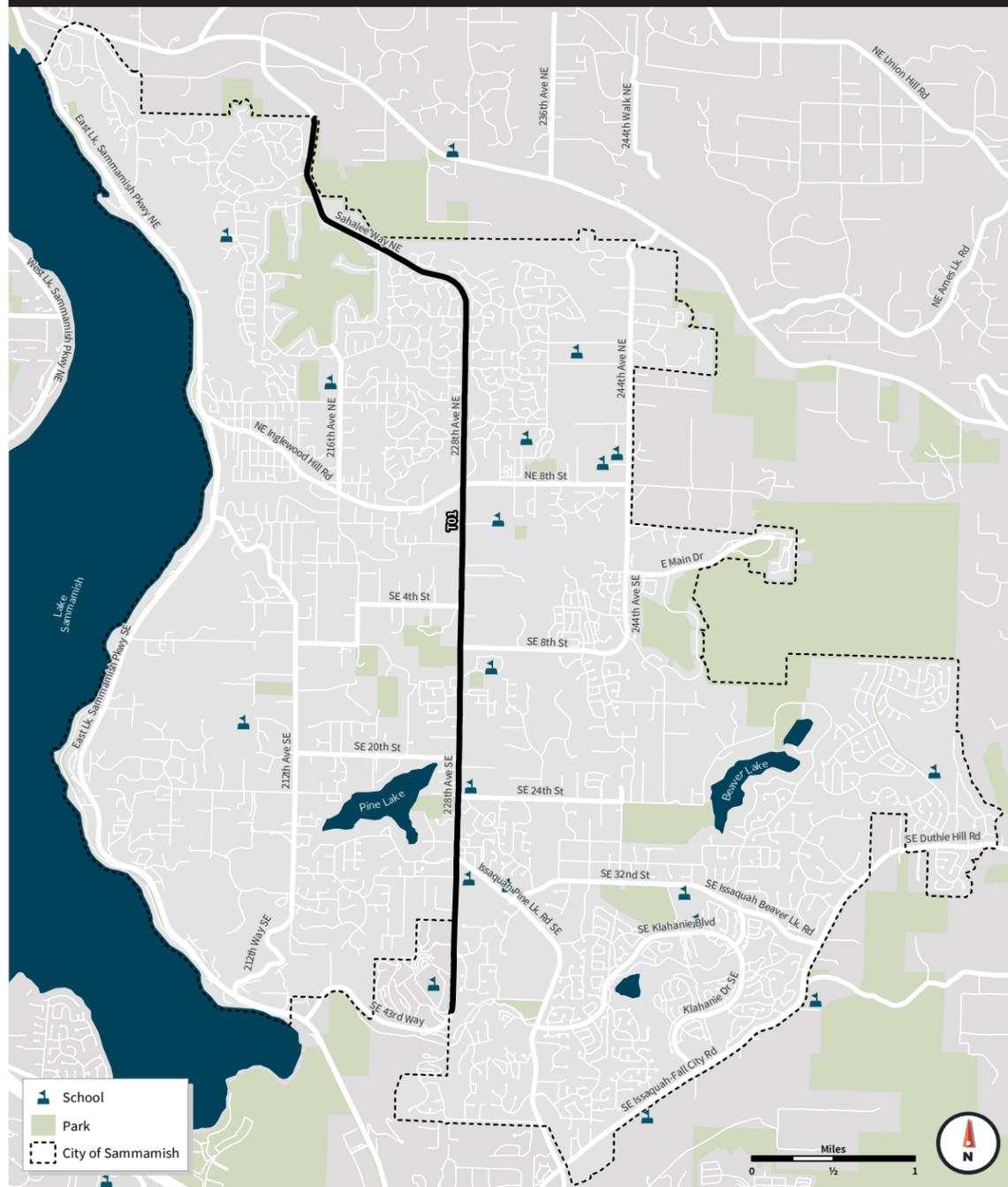
Timeline <----- When the project will be completed

Cost <----- Estimated cost for the project

Goals Met



Figure 32. 228th Avenue Transit Signal Priority Project



T01: 228th Avenue Transit Signal Priority

Implement transit signal priority for signalized intersections along 228th Avenue and Sahalee Way to allow buses to go through a light before vehicles on minor approaches. This project supports King County Metro increasing the frequency of buses throughout the day and week, such as weekend service.

Timeline: By 2035

Cost: \$1,090,000 - \$1,453,000

Goals Met:



Non-Motorized Projects

Unlike the complete streets projects, many of which include non-motorized elements, the non-motorized projects focus exclusively on constructing transit, pedestrian and/or bicycle improvements. Special emphasis and priority for these improvements were placed on streets near schools; concentration of businesses; and the larger, more popular City parks. These projects are mapped in [Figure 33](#) and described in the following pages.

Goals

- 

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

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

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

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

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

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

Community input is reflected in project prioritization.

Project Name

Project Description

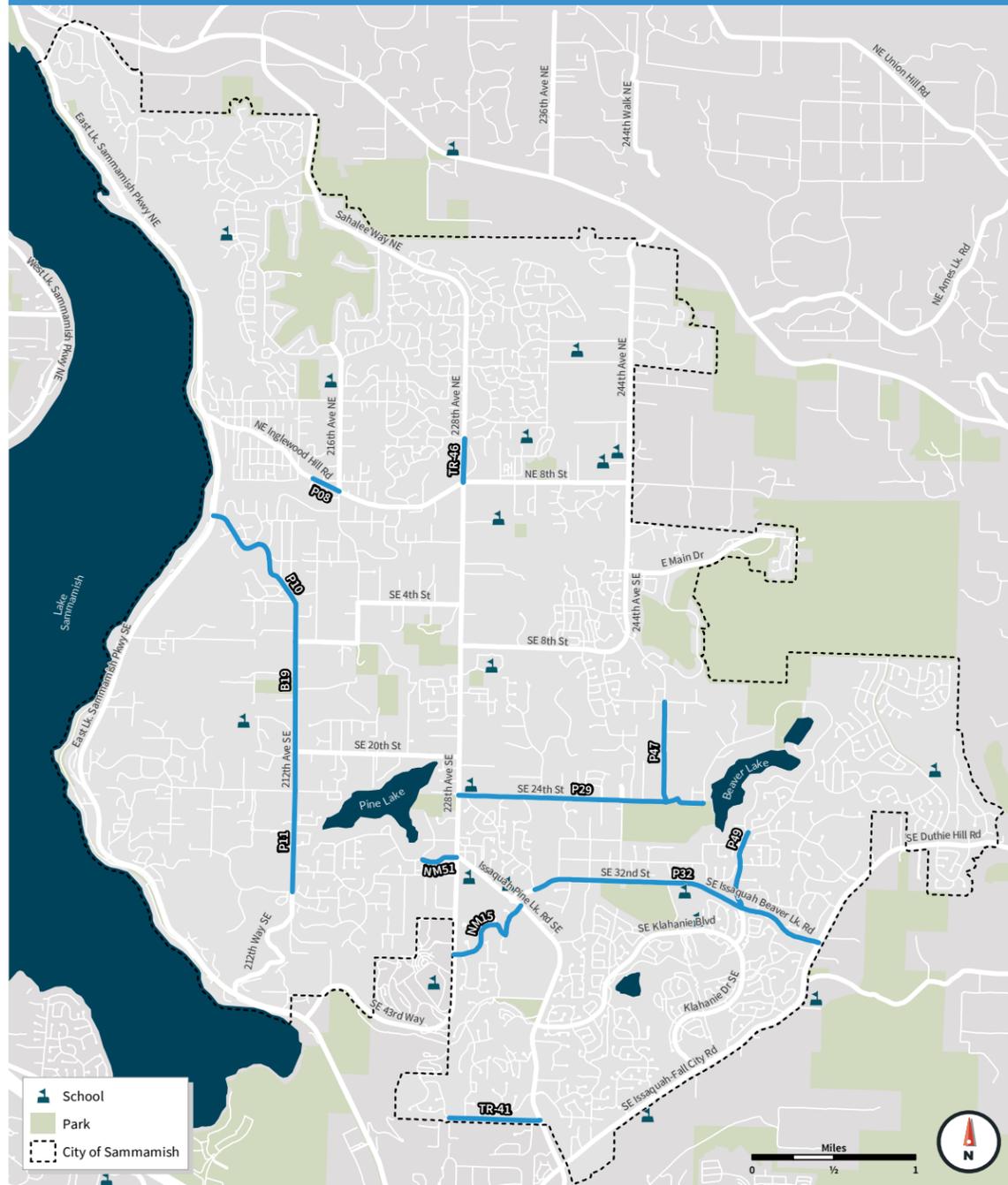
Timeline <..... When the project will be completed

Cost <..... Estimated cost for the project

Goals Met



Figure 33. Non-Motorized Projects



B19: 212th Avenue SE Active Transportation Improvements From SE 8th Street to SE 24th Street

Add sidewalk on one side and striped bike lanes on both sides of 212th Avenue SE from SE 8th St to SE 24th Street.

Timeline: By 2035

Cost: \$40,166,000 - \$53,555,000

Goals Met:



NM15: SE 40th Street/234th Ave SE Sidewalk Improvement From 228th Avenue SE to Issaquah-Pine Lake Road SE

Add sidewalk on one side of SE 40th St from 228th Avenue SE to Issaquah-Pine Lake Road SE.

Timeline: By 2035

Cost: \$3,414,000 - \$4,551,000

Goals Met:



NM51: SE 30th Street Sidewalk Improvement From 228th Avenue SE to 224th Avenue SE

Add sidewalk on one side of SE 30th Street from 228th Avenue SE to 224th Avenue SE.

Timeline: By 2035

Cost: \$160,000 - \$214,000

Goals Met:



P08: NE Inglewood Hill Road Sidewalk Improvement From 213th Place NE to 216th Avenue NE

Fill any sidewalk gaps on one side of NE Inglewood Hill Road from 213th Place NE to 216th Avenue NE.

Timeline: By 2035

Cost: \$247,000 - \$330,000

Goals Met:



P10: Louis Thompson Road NE Active Transportation Improvements From East Lake Sammamish Parkway to SE 4th Street

Add sidewalk and striped bike lanes on Louis Thompson Road NE from East Lake Sammamish Parkway NE to SE 8th Street.

Timeline: By 2035

Cost: \$18,794,000 - \$25,058,000

Goals Met:



P11: 212th Avenue SE Sidewalk Improvement From SE 5th Street to SE 34th Street

Add sidewalk on one side of 212th Avenue SE from SE 24th Street to SE 34th Street.

Timeline: By 2035

Cost: \$4,398,000 - \$5,863,000

Goals Met:



P29: SE 24th Street Active Transportation Improvements From 228th Avenue SE to Beaver Lake Drive

Add sidewalk on one side and protected bike lanes on both sides of SE 24th Street from 228th Avenue SE to Beaver Lake Dr.

Timeline: By 2035

Cost: \$17,686,000 - \$23,581,000

Goals Met:



P32: SE 32nd Street Active Transportation Improvements From 235th Place SE to SE Duthie Hill Road

Add sidewalk on both sides of the street on SE 32nd Street from 235th Place SE to 251st Avenue SE and add striped or buffered bike lane from 241st Avenue SE to SE Duthie Hill Road.

Timeline: By 2035

Cost: \$1,406,000 - \$1,874,000

Goals Met:



P47: 248th Avenue SE Active Transportation Improvements From SE 24th Street to SE 14th Street

Add sidewalk on one side and a striped bike lane on both sides of 248th Avenue SE from SE 24th Street to SE 14th Street.

Timeline: By 2035

Cost: \$7,415,000 - \$9,887,000

Goals Met:



P49: E Beaver Lake Drive SE Sidewalk Improvement From SE 32nd Street to E Beaver Lake Way SE

Add sidewalk on both sides of E Beaver Lake Drive SE from SE 32nd Street to E Beaver Lake Way SE.

Timeline: By 2035

Cost: \$3,511,000 - \$4,681,000

Goals Met:



PI-31: NE 8th Street Crossing at the Regency and Saffron Retail Centers

Add a pedestrian crossing on NE 8th Street, 350 ft east of the intersection of NE 8th Street and 228th Avenue NE.

Timeline: By 2035

Cost: \$630,000 - \$840,000

Goals Met:



TR-41: SE 48th Street Active Transportation Improvements From Issaquah-Pine Lake Road SE to 227th Place SE

Install curb, gutter, sidewalk and a bike sharrow on SE 48th Street from Issaquah Pine Lake Road SE to 227th Place SE.

Timeline: By 2035

Cost: \$3,562,000 - \$4,750,000

Goals Met:



TR-46: 228th Avenue Bike Lane NE 12th Street to NE 8th Street

Improve the roadway segment by adding a striped or buffered bike lane on the east side of 228th Avenue from NE 12th Street to NE 8th Street.

Timeline: By 2035

Cost: \$2,749,000 - \$3,665,000

Goals Met:





Sammamish TMP



FEHR & PEERS

City of Sammamish

801 228th Ave SE
Sammamish, WA 98075
425-295-0500

<https://www.sammamish.us>

Agenda Bill

City Council Study Session

March 10, 2020



SUBJECT:	Emergency Management for Elected Officials	
DATE SUBMITTED:	February 26, 2020	
DEPARTMENT:	Eastside Fire & Rescue	
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input type="checkbox"/> Direction <input checked="" type="checkbox"/> Informational	
RECOMMENDATION:	To learn the functions of emergency management in the City of Sammamish, with specific attention to the role of elected officials before, during, and after disasters.	
EXHIBITS:		
BUDGET:		
Total dollar amount	<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 type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Community Safety	
<input type="checkbox"/> Communication & Engagement	<input checked="" type="checkbox"/> Community Livability	
<input checked="" type="checkbox"/> High Performing Government	<input type="checkbox"/> Culture & Recreation	
<input checked="" type="checkbox"/> Environmental Health & Protection	<input checked="" type="checkbox"/> Financial Sustainability	

NEEDED FROM COUNCIL:

The purpose of this meeting is to provide the Mayor and City Council with an understanding of the City's emergency management programs, and to provide the City Council with insight into what the role of elected officials is in support of those initiatives.

KEY FACTS AND INFORMATION SUMMARY:

This study session will provide the Mayor and City Council with an brief, but thorough, understanding of the role and functions of the City's Emergency Manager and the various emergency management programs that position oversees. Council member will be provided with a summary of the hazards which threaten the City of Sammamish, as well as the known vulnerabilities and assumed consequences of those hazards. The presentation will also highlight the federal and state requirements

of local jurisdictions in regards to disaster planning, preparedness, mitigation, response, and recovery and how the City is complying with those legal expectations.

While emergency management programming touches and is influenced by each and every City department, the information presented in the Study Session will focus specifically on the roles of Sammamish's elected officials before, during, and after large-scale emergencies or disasters. Primarily, the Emergency Manager will provide the Mayor and Council an understanding of the policy level decisions which guides the leader's intent for emergency operations, which in turn assists staff in the development of the strategic objectives of disaster response and recovery.

FINANCIAL IMPACT:

No budgetary impact.

Agenda Bill

City Council Regular Meeting
March 10, 2020



SUBJECT:	Metro's Proposed Regional Transit Funding Levy		
DATE SUBMITTED:	March 05, 2020		
DEPARTMENT:	Public Works		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action <input checked="" type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Provide direction to the City Manager to write a response to the King County Council regarding the City's priorities for the proposed levy funds.		
EXHIBITS:	1. Exhibit 1 - Sammamish 10 year ridership 2. Exhibit 2 - Key Metro Policies 3. Exhibit 3 - Draft Mobility Framework Summary		
BUDGET:			
Total dollar amount	N/A	<input type="checkbox"/>	Approved in budget
Fund(s)	N/A	<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		

NEEDED FROM COUNCIL:

Shall the Council provide direction to the City Manager to write a response to the King County Council regarding the City's priorities for the proposed levy funds?

KEY FACTS AND INFORMATION SUMMARY:

King County Metro is working with the King County Transportation District (KCTD) to develop a proposed County-wide transit levy for the August 2020 ballot. The levy would seek a 0.2% increase in the sales tax that could raise an estimated \$160 million in its first year. The funds would continue transit services currently funded by the City of Seattle and also address broader transit needs throughout the County for the next 10 years including additional service hours, innovation,

affordability and improve speed and reliability. Metro staff gave a [presentation](#) ([link](#) to the meeting video) to the KCTD on March 3rd; a shorter version of which was presented to the Deputy Mayor, Councilor Stewart, the City Manager and staff on March 5th. Included as handouts at the March 5th meeting were Sammamish's 10 year transit ridership data for Routes 216, 219 and 269 (Exhibit 1), a summary of the key transit-related policies Metro plans to update this year (Exhibit 2), and a summary of a Metro's draft Mobility Framework recommendations (Exhibit 3).

The KCTD will make a decision on March 23rd whether to move forward with the ballot measure or not. If they choose not to, then the City of Seattle will do so as their Transportation Benefit District, enacted in 2014, will expire this year. Metro staff will not be present to answer questions or provide further clarification. KCTD is seeking City Council's support and to identify what items the City Council would like to include in their letter of support, such as additional service hours or other improvements should the proposed levy be approved. The letter will be included as a Consent item on the March 17th Council meeting, should the Council decide to support the KCTD's ballot measure.

FINANCIAL IMPACT:

There are no financial impacts.

OTHER ALTERNATIVES CONSIDERED:

None as this was requested by the Mayor and Deputy Mayor.

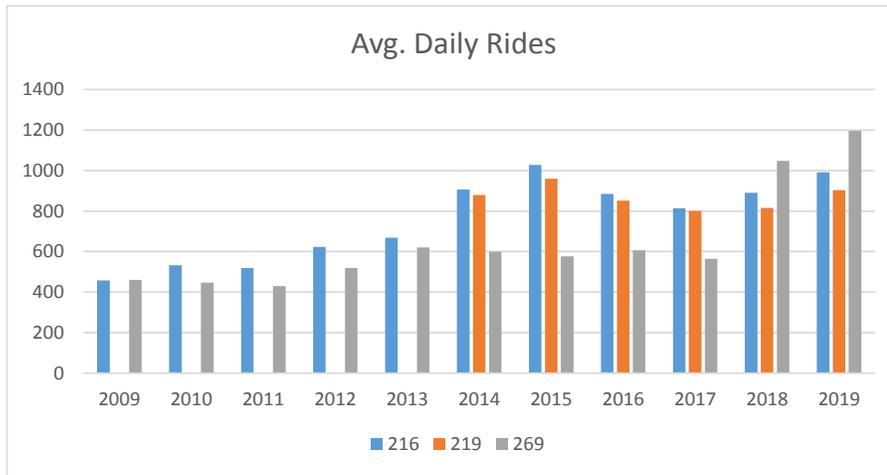
RELATED CITY GOALS, POLICIES, AND MASTER PLANS:

[Comprehensive Plan Transportation Element](#)

Historical Metro Ridership in Sammamish

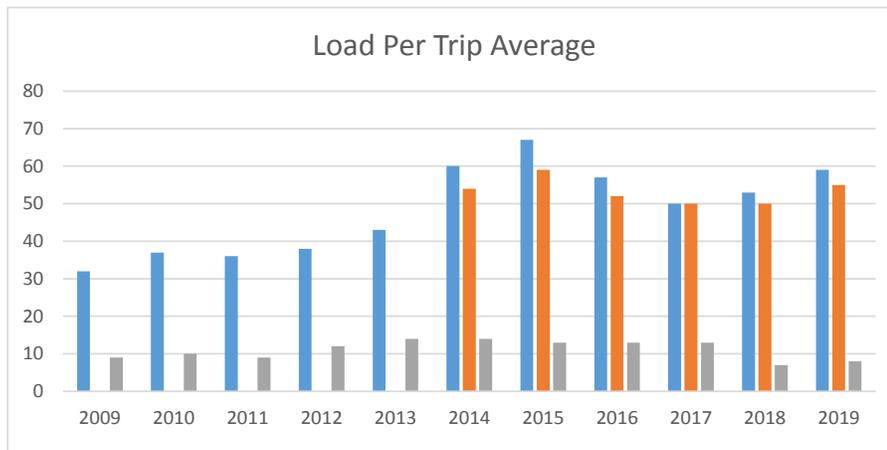
Average Daily Rides

Route	2009	2010	2011	2012	2013	2014	2015	2016
216	458	533	519	623	669	906	1028	885
219	n/a	n/a	n/a	n/a	n/a	879	959	852
269	461	447	430	519	621	599	577	606



Load Per Trip Average

Route	2009	2010	2011	2012	2013	2014	2015	2016
216	32	37	36	38	43	60	67	57
219	n/a	n/a	n/a	n/a	n/a	54	59	52
269	9	10	9	12	14	14	13	13



■ 216 ■ 219 ■ 269

Notes: Data taken from Spring Service Change of each year.
Route 216 re-routed to serve Issaquah-Highlands in Fall 2013
Route 269 added weekday mid-day service in Fall 2017 and Saturday service in Spring 2018

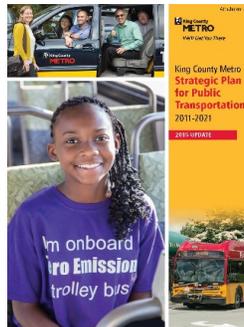
2017	2018	2019
814	890	992
801	816	903
565	1047	1196

2017	2018	2019
50	53	59
50	50	55
13	7	8

METRO POLICY UPDATES 2020

Policy document

STRATEGIC PLAN



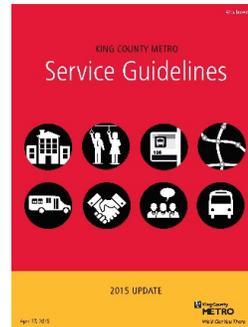
What it includes

- **Goals** in 8 areas: safety, human potential, economic growth & built environment, environmental sustainability, service excellence, financial stewardship, public engagement & transparency, quality workforce
- **Strategies** to achieve goals
- **Measures** to track progress

To be updated

- Align goals and strategies with Mobility Framework
- Include information about Marine
- Include information about climate goals
- Simplify measures, align them with key policy drivers, increase transparency

SERVICE GUIDELINES



- **Targets** for level of service based on productivity, social equity, geographic value
- **Measures** to evaluate route performance
- **Priorities** to add, reduce or change service based on overcrowding, on-time performance, service to build the network, productivity
- Align targets and priorities with Mobility Framework
- Include information about Marine
- Include information about climate goals
- Include innovative mobility services
- Align with METRO CONNECTS

METRO CONNECTS



- **Vision** for future, including goal for 70% increase in service hours by 2040
- **Service network maps** for 2025 and 2040
- **Development program** of capital and service investments needed to achieve vision (but does not include prioritization or detailed implementation).
- Update costs for inflation, population growth, ST3, etc.
- Include information about Marine
- Incorporate Mobility Framework recommendations
- Set priorities for action

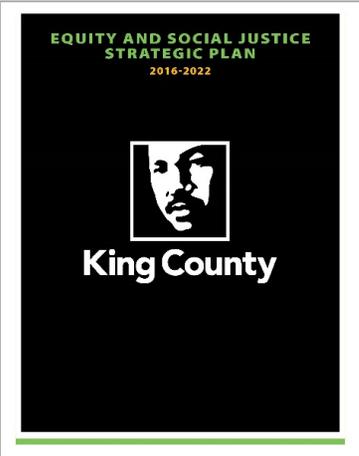
KING COUNTY’S EQUITY & SOCIAL JUSTICE STRATEGIC PLAN

As Metro begins work to update the policy documents and align them with the Mobility Framework, we commit to align with King County’s Equity & Social Justice Strategic Plan, which states:

“Our Equity and Social Justice shared values will guide and shape our work. We are:

- ✓ Inclusive and collaborative
- ✓ Diverse and people focused
- ✓ Responsive and adaptive
- ✓ Transparent and accountable
- ✓ Racially just
- ✓ Focused upstream and where needs greatest

Equity is fundamental to the society we seek to build. It is an ardent journey toward well-being as defined by those most negatively affected. Our end goal is for full and equal access to opportunities, power and resources so all people may achieve their full potential. The process of advancing toward equity will be disruptive and demands vigilance. Being “pro-equity” requires us to dismantle deeply entrenched systems of privilege and oppression that have led to inequitable decision-making processes and the uneven distribution of benefits and burdens in our communities. Similarly, we must focus on those people and places where needs are greatest to ensure that our decisions, policies and practices produce gains for all.”

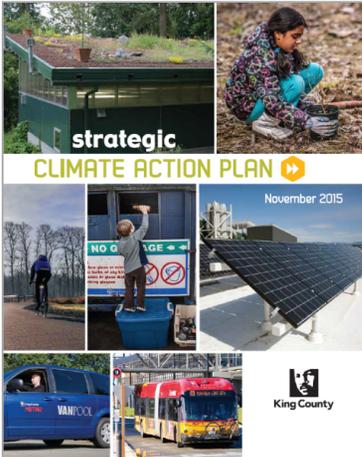


KING COUNTY’S STRATEGIC CLIMATE ACTION PLAN

As Metro begins work to update the policy document, we are also committed to align with the transportation goals set by the Strategic Climate Action Plan. These goals are in the process of being updated, based in part on the work prepared for the Mobility Framework. The current plan states that:

“King County is already experiencing the impacts of a changing climate: warming temperatures, acidifying marine waters, rising seas, increasing flooding risk, decreasing mountain snowpack, and less water in the summer. Climate change will have long-term consequences for the economy, the environment, and public health and safety in King County.

Impacts of a changing climate will be experienced differently by King County residents, influenced by factors such as income, age, health, and where they live. However, by working collaboratively to develop and implement strategies to prevent, respond to, and prepare for climate change, King County has many opportunities to address broader inequities.”



KING COUNTY METRO MOBILITY FRAMEWORK

EQUITY CABINET RECOMMENDATIONS | OCTOBER 2019

INTRODUCTION. Metro’s Mobility Framework will respond to King County’s changing demographics, climate goals, and the many recent technological innovations in mobility services. It will provide overarching recommendations to guide updates to Metro’s adopted policies, as well as Metro’s budget and capital plan.

The Framework has been co-created with an Equity Cabinet of 23 community members to ensure that its recommendations are centered on equity and sustainability. The Equity Cabinet developed 10 guiding principles, which it then organized into five thematic areas. Equity Cabinet subcommittees then developed recommendations in each area.

GUIDING PRINCIPLES



THEME AREAS

THEME AREA 1	THEME AREA 2	THEME AREA 3	THEME AREA 4	THEME AREA 5
Investments	Surrounding Land Use	Innovation	Workforce	Engagement
GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*	GUIDING PRINCIPLES*
1, 4, 9	2, 5, 6	3, 7	8	10
<i>Metro’s financial support for transit service, new mobility, fares, capital</i>	<i>Support for dense, mixed-use neighborhoods near transit, affordable housing, better access to transit</i>	<i>Metro’s role in regional, integrated network (new technology and services) + role with private providers</i>	<i>Metro’s role with Metro & contractor employees + influence on treatment of private providers’ workforce</i>	<i>Metro’s policies for how it engages with the community regarding mobility investments</i>

*Though all principles apply to many different topic areas, the purpose of this table is to highlight which principles are most relevant to each topic area.

EQUITY CABINET RECOMMENDATIONS

THEME AREA 1

Investments

DRAFT RECOMMENDATIONS

- **Provide additional transit service in areas with unmet need**, defined as areas with high density; a high proportion of low-income people, people of color, people with disabilities, and members of limited-English speaking communities; and limited mid-day and evening service. Adapt Metro’s adopted policies to meet this need and to ensure regular and ongoing evaluation of the needs of these areas. **\$**
- **Support investments to increase safety**, including bus safety features, a safety app and amenities such as lighting, real-time arrival signs, and informational campaigns. **\$**
- **Support improvements to increase speed and reliability** to make transit investments most successful and to provide incentives for local jurisdictions to prioritize use of the right-of-way for transit and access to transit. **★\$**

THEME AREA 2

Surrounding Land Use

DRAFT RECOMMENDATIONS

- **Increase dense, mixed use zoning, affordable housing, and reduced parking requirements in urban areas near transit** through the Growth Management Planning Council, by developing a King County Transit-oriented Development policy, and by updating Metro’s adopted policies to provide incentives for jurisdictions that provide increased density and/or affordable housing. **★\$**
- **Develop station area and right-of-way guidelines** that prioritize transit use and access for people who walk, bike, or roll to the station. **★\$**
- **Develop people-friendly street designs near transit**, including traffic-calming measures and ways to make bus stops safe for all ages, genders, and abilities. **★\$**
- **Meet King County’s climate goals by reducing car use**, developing clean infrastructure, promoting climate justice, and by prioritizing ways to make transit convenient and accessible. **\$**

THEME AREA 3

Innovation

DRAFT RECOMMENDATIONS

- **Change Metro’s adopted policies to assert the role of innovation, address new mobility services, and support innovative, equitable, sustainable mobility** to ensure they supplement transit services and work first for priority populations.
- **Develop new mobility guidelines for how Metro partners with private providers** that incentivize an equity and climate focus.
- **Facilitate integrated payment and planning** to help customers plan and pay for multimodal trips, in partnership with ORCA agencies and private providers, including micromobility providers. **★\$**
- **Enhance communications** to raise awareness of mobility innovations.
- **Convene and support jurisdictions** in developing a regional framework for innovative mobility partnerships. **★**

THEME AREA 4

Workforce

DRAFT RECOMMENDATIONS

- **Strategically partner with the labor community** to build new “communities of ridership” and benefit Metro employees, priority populations and the environment. **★\$**
- **Use future transportation innovations to target new riders as potential employees.**
- **Use strategic and culturally specific communication methods** to build community relationships.
- **Build infrastructure to provide pathways to mobility-related employment**, including a “school without a school,” an equity in mobility summer internship program, an approach to assist with costs associated with workforce development and employment pathways, and community-based mobility career hubs. **★\$**
- **Use strategic workforce planning** to meet current and future workforce needs. **★\$**
- **Purposefully foster a sustainable learning culture within Metro.**
- **Require the centering of equity in all contracts and subcontracts.**

THEME AREA 5

Engagement

DRAFT RECOMMENDATIONS

- **Strengthen communications** to ensure that priority populations are aware of existing services, new pilots and services, service changes, affordability programs, etc.
- **Build lasting relationships in communities** and compensate community members for their time and expertise.
- **Use a coordinated cross-departmental approach to engagement**, including a continuing King County Equity Cabinet.
- **Develop an equity-centered engagement framework** by co-creating with the community and measuring equity and sustainability over time.
- **Develop a community liaison program** to hire people to act as a conduit to the community.
- **Identify metrics to measure success and continually improve**, and regularly report on engagement metrics.

★ indicates that Metro cannot implement this recommendation on its own, because Metro does not control land use, right-of-way, or private providers. \$ indicates that additional funding is needed.

Christie Malchow

Council Report

March 3, 2020

- I emailed you the preview of PIC topics on 2/27/2020, no action will be taken at PIC meeting on 3/11/2020.

KING COUNTY METRO LEVY INFORMATION:

- I asked staff to coordinate a **meeting with King County Metro** relative to the upcoming Regional Transit Funding measure that *will* be on the August ballot. That meeting is due to occur on March 5th. I reached out to Kathy Lambert and spoke to her relative to this topic to make sure she has information relative to Sammamish needs as the King County Council works to define where the service adds will go on the levy. I also invited her to the meeting (which she is unable to attend).
 - ✓ In preparation for that meeting, I asked staff for the following data points:
 - What was our 2014 Express Bus ridership?
 - What is our current ridership?
 - What was our population/demographics then versus now?
- There are more unanswered questions at this juncture than answered relative to the levy. Seattle will need to be made whole, so expect a lot of the dollars to go to Seattle. The leftovers will have some earmarks for electrification of the fleet & attention to the South Sound. The purpose of the meeting mentioned above is to elevate Sammamish's desire & needs for this levy.

Council Report – Christie Malchow

March 10, 2020

3/5/2020 King Co. Metro Meeting

- From KC Metro: Diane Carlson (in person) as well as Tessa McClellan (Program Manager) and Brian Henry (via teleconference).
- From Sammamish: Doug McIntyre, Dave Rudat, Cheryl Paston, DM Malchow, CM Stuart
 - I had asked for this meeting to discuss the upcoming (potential) levy that would be on the August 2020 ballot for a levy & to elevate the needs and desires of Sammamish as it pertains to transit services
- I have asked for us to have a study session ASAP so that our Council can come to a collective position on our asks for consideration into the levy.
- Current state of affairs:
 - Seattle has an expiring TBD that they put in when the 2014 Metro levy failed to pass, this essential de-regionalized the transit system as Seattle purchased 350,000 hours of service + other items to the tune of \$80M/year.
 - KCM would like to run a levy, but it will make Seattle whole first & foremost with their 350,000 hours + other items (including ORCA opportunity programs, innovations programs & speed & reliability investments.
 - The remainder of hours would be for the rest of the region (this is 450,000 +/- for the rest of the region to stay on goal with their 2040 plans.
 - Current plans via METRO CONNECTS (their long-range plan) is NOT FULLY FUNDED. They want **1.4M more service hours and \$5B in capital by 2040 to realize those hours**. This equates to about \$220M per year in additional (new) revenue funding
 - Metro can maintain **current** service and adjust to new Link openings, but cannot meet regional growth or equity needs
 - KCM made clear that new Link LR stations opening doesn't mean Metro has new buses to reroute, since it is Sound Transit that has those buses.
 - Link light rail openings is a consideration for adjustments to their planning efforts, though
 - Service may become more Seattle-centric as they current fund 1/10 of all transit hours on their own via their TBD (which expires at the end of 2020).
 - Metro currently invests about \$7M/year at an average of \$1.5M per project for speed & reliability investments (this includes things like corridor & ROW improvements, intersection improvements (queue jumps & signalization), etc.

- They will likely concentrate some of the levy to access issues surrounding affordability (subsidized transit passes for riders at 80% Fed Poverty level or below) & to transit centers (which we are not).
- I did provide comments from Metro ask to Diane Carlson (as well as to you on 3/5/20). Those can be found here: <https://sammamishwa.civicweb.net/document/43563/>
- We also discussed the need for our Council to collectively come to agreement by majority on what asks we want to formalize into a letter for KC Metro. Claudia Balducci is the Chair of the KC Council Metro levy committee (known as KCTD – King County Transportation District).
 - We need to roll comments up to the Chair as well as CM Kathy Lambert
- ➔ KC Council will decide up or down by March 23rd on the levy as the KC Council must make a decision on this ballot measure. May 8th is the deadline to submit to elections office for August ballot

Information on PIC Meeting for 3/11/2020

- The Meeting will be held telephonically now to be in compliance with King County guidelines relative to COVID-19. I do not have details at this moment for that. SCA will push out that information.
- You can find the packet here: <http://soundcities.org/wp-content/uploads/2020/03/March-11-2020-SCA-PIC-Meeting-Packet.pdf> No action is planned to be taken, but the Regional Homeless Authority positions (that is slated for our discussion) will be used at this meeting to given Sammamish’s positions. The Transportation levy is also planned for discussion, but the pre-PIC where Rob Gannon was slated to present is not going to transpire due to the telephonic nature of the meeting. Alternatives may exist, but with the fluidity of COVID-19, it’s not clear how this will go forward.