

AGENDA - REVISED

City Council Special Meeting

6:30 PM - Tuesday, July 14, 2020

City Hall Council Chambers, Sammamish, WA

Page

Estimated
Time

CALL TO ORDER

6:30 pm

ROLL CALL

MEETING ACCESSIBILITY

Pursuant to the Governor's emergency Proclamation 20-25, the City is unable to provide an in-person location for the public to listen to the virtual City Council meeting this evening. Meetings are still accessible to the public and public comment is able to be submitted.

To View Live:

- **City Website:** www.sammamish.us/tv21
- **City Facebook:** www.facebook.com/CityofSammamishWA/
- **Comcast Channel 21** (within Sammamish only)

To View Later: Meeting videos are available the day after the meeting:

- **City Website:** www.sammamish.us/tv21
- **YouTube:**
www.youtube.com/channel/UCouPgQz1MSudhAdgiriLC8A
- **Comcast Channel 21** (within Sammamish only)

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PUBLIC COMMENT

6:35 pm

Pursuant to the Governor's emergency Proclamation 20-25, the City

is unable to provide an in-person location for the public to listen to the virtual City Council meeting this evening. Meetings are still accessible to the public and public comment is able to be submitted.

Written Comment:

Written public comment will be accepted until 5:00 pm on the day of the meeting. Submit your written comments by email to the City Clerk at lhachey@sammamish.us and the City Council at citycouncil@sammamish.us.

Verbal Comment:

Up to 3 minutes of verbal public comment may be provided per person live during the meeting. Call the following number and input the access code when prompted by 6:30 pm the day of the meeting:

- Phone Number: **+1 (571) 317-3122**
- Access Code: **929-348-197**

Once you have joined, you will be placed on mute. The meeting operator will unmute you when it is your turn to comment. You will hear an automated voice say “unmuted” when that occurs, and the operator will ask you to begin your comment.

EXECUTIVE SESSION

*Potential Litigation pursuant to RCW 42.30.110(1)(i)

CONSENT CALENDAR

7:05 pm

- 4 - 7
1. **Payroll:** For the Period Ending June 30, 2020 For a Pay Date of July 2, 2020 in the Amount of \$471,721.25
 2. **Minutes:** For the July 7, 2020 Regular Meeting
[View Agenda Item](#)

PRESENTATIONS / PROCLAMATIONS

PUBLIC HEARINGS

NEW BUSINESS

7:10 pm

- 8 - 73
3. **Discussion:** Traffic Model Audit Report
[View Agenda Item](#)

74 - 75

 4. **Approval:** Food and Rental Assistance Grant Funding
[View Agenda Item](#)

UNFINISHED BUSINESS

9:05 pm

- 76 - 79 5. **Approval:** Business Grant Program
[View Agenda Item](#)

COUNCIL REPORTS/ CITY MANAGER REPORT

9:40 pm

- 80 - 84 6. **Report:** Councilmember Pamela Stuart
[View Agenda Item](#)
- 85 - 125 7. *** Report:** Councilmember Kent Treen
[View Agenda Item](#)

EXECUTIVE SESSION

Potential Litigation pursuant to RCW 42.30.110(1)(i) and *Potential Land Acquisition pursuant to RCW 42.30.110(1)(b)

ADJOURNMENT

10:00 pm

Items added to agenda:

- * Executive session related to Potential Litigation after Public Comment.
- * Item #4 - Approval - Food and Rental Assistance Grant Funding
- * Report: Councilmember Kent Treen
- * additional item to Executive session related to Land Acquisition after Council Reports

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.

Draft



MINUTES

City Council

6:30 PM - July 7, 2020

City Hall Council Chambers, Sammamish, WA

Mayor Karen Moran called the regular meeting of the Sammamish City Council to order at 6:30 p.m.

Councilmembers Present:

Mayor Karen Moran
Deputy Mayor Christie Malchow
Councilmember Jason Ritchie
Councilmember Kent Treen
Councilmember Chris Ross
Councilmember Ken Gamblin
Councilmember Pam Stuart

Staff Present:

City Manager David Rudat
Sr. Management Analyst Mike Sugg
Emergency Manager Andrew Stevens
Community Services Coordinator Rita Badh
Director of Community Development David Pyle
Deputy Director of Community Development Kellye Hilde
Interim Director of Parks, Recreation & Facilities Anjali Myer
Interim Director of Public Works Cheryl Paston
City Engineer Andrew Zagars
Transportation Planner Doug McIntyre
Assistant City Attorney Lisa Marshall
City Clerk Lita Hachey

ROLL CALL

Roll was called.

PLEDGE OF ALLEGIANCE

Councilmember Pam Stuart led the pledge.

APPROVAL OF AGENDA

Draft

MOTION: Deputy Mayor Christie Malchow moved to approve the agenda. Councilmember Kent Treen seconded. Motion carried unanimously 7-0 with Chris Gianini absent.

EMERGENCY MANAGEMENT COVID-19 UPDATE

Andrew Stevens, Emergency Manager, gave an update on the July 1st Free Mask Distribution event at Central Washington University and the latest information on COVID-19 activity in Sammamish, King County and the State.

HUMAN SERVICES COVID-19 UPDATE

Rita Badh, Human Services Coordinator, gave an update on the effects of the COVID pandemic in the community.

PUBLIC COMMENT

Jennifer Coomes, spoke regarding a Human Services position and a grant proposal. She submitted a written report found in the Document Center [here](#).

EXECUTIVE SESSION

Litigation pursuant to RCW 42.30.110(1)(i) and Land Acquisition pursuant to RCW 42.30.110(1)(b)

Council retired to an Executive Session at 7:00 pm and returned at 7:45 pm with no action.

CONSENT CALENDAR

Payroll: For the Period Ending June 15, 2020 For a Pay Date of June 19, 2020 in the Amount of \$457,610.98

Claims: For Period Ending July 7, 2020 In The Amount Of \$3,733,046.87 For Check No. 57285 Through 57453

Resolution: Accepting The 2019 Pavement Program - Overlay Project As Complete

Minutes: For the June 16, 2020 Regular Meeting

Minutes: For the June 23, 2020 Special Meeting

Minutes: For the June 30, 2020 Special Meeting

MOTION: Councilmember Kent Treen moved to approve the consent agenda. Deputy Mayor Christie Malchow seconded. Motion carried unanimously 7-0.

PRESENTATIONS / PROCLAMATIONS - NONE

Draft**PUBLIC HEARINGS - NONE**

UNFINISHED BUSINESS

Discussion: Overview of City's Approach to Compliance with the Growth Management Hearings Board Remand in Gerend v. Sammamish

Doug McIntyre, Public Works Transportation Planner, led the discussion and showed a presentation which can be [viewed here](#).

Discussion: COVID-19 Business Recovery

Mike Sugg, Senior Management Analyst led the discussion on the plans of the Business Recovery Potential Grant program.

Councilmember Ritchie requested that Council have this item returned by the next City Council meeting on Tuesday, July 14, 2020.

MOTION: Councilmember Pam Stuart moved to execute a grant program with the \$98k from King County and \$152k from the City's \$1.9M in reimbursable CARES Act funding (via the State's allocation) to be distributed in minimum grant amounts of \$2,500 and maximum grant amounts of \$10,000 to small businesses operating in Sammamish (with a business license in the City), 15 FTE or fewer, and significant demonstrated impact due to the pandemic to be distributed in equal amounts and if more than the funding can accommodate, eligible applications will be placed in a lottery. The application process will collect all information required to determine eligibility and meet funding source reporting requirements but no more information than required to meet the above. Amended to include that City Councilmembers or Staff not be eligible to apply for the grant funds; that the grant funding minimum be \$1,000.00 and to find some alternate to the total gross revenue and capturing the time frame prior to April. Councilmember Jason Ritchie seconded. Motion carried 6-1 with Councilmember Kent Treen dissenting.

MOTION: Councilmember Jason Ritchie moved to amend the motion that City Councilmembers or Staff not be eligible to apply for the grant funds. Councilmember Pam Stuart seconded. Motion carried unanimously 7-0.

MOTION: Councilmember Ken Gamblin moved to amend to have the grant funding minimum be \$1,000.00. Mayor Karen Moran seconded. Motion carried 4-3 with Councilmember Kent Treen, Councilmember Chris Ross, and Councilmember Pam Stuart dissenting.

MOTION: Deputy Mayor Christie Malchow moved to amend the motion to find some alternate to the total gross revenue and capturing the time frame prior to April. Councilmember Ken Gamblin seconded. Motion carried 6-1 with Councilmember Kent Treen dissenting.

NEW BUSINESS - NONE

COUNCIL REPORTS/ CITY MANAGER REPORT

Report: Councilmember Kent Treen submitted a written report.

Draft

Report: Deputy Mayor Christie Malchow submitted a written report.

Report: Mayor Moran acknowledged the following proclamations that were not addressed due to the COVID- 19 restrictions:

- World Down Syndrome Day - March 21, 2020
- Sexual Assault Awareness Month - April 2020
- World Autism Awareness Day - April 2, 2020
- LGBT - Lesbian, Gay, Bisexual, Transgender Month - June 2020
- National Gun Violence Awareness Day - June 5, 2020

Report: Councilmember Stuart spoke about the GMPC Meeting on June 24, 2020 and will submit a written report at the next meeting.

EXECUTIVE SESSION

Litigation pursuant to RCW 42.30.110(1)(i)

Council retired to an Executive Session at 9:05 pm and returned at 9:35 pm with no action.

ADJOURNMENT

MOTION: Councilmember Jason Ritchie moved to adjourn. Councilmember Kent Treen seconded. Motion carried unanimously 7-0.

The meeting adjourned at 9:35 pm.

Lita Hachey, City Clerk

Karen Moran, Mayor

Agenda Bill
 City Council Special Meeting
 July 14, 2020



SUBJECT:	Discussion: Traffic Model Audit Report		
DATE SUBMITTED:	July 07, 2020		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input type="checkbox"/> Action	<input type="checkbox"/> Direction	<input checked="" type="checkbox"/> Informational
RECOMMENDATION:	Listen to the Consultant's presentation and discuss the findings.		
EXHIBITS:	1. Exhibit 1 - Transportation Model Audit Report 2. Exhibit 2 - DEA responses to Transportation Model Audit Report		
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 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	

KEY FACTS AND INFORMATION SUMMARY:

Summary

On July 14, 2020, Transportation Solutions, Inc. (TSI) and Eco Resource Management Systems Inc. (eRMSi) will present the results of the Traffic Model Audit report (**Exhibit 1**).

The City's current traffic modeling consultant, David Evans and Associates (DEA), will also attend the meeting and be available to answer questions. DEA has reviewed TSI's findings and provided a response memo, which is included as **Exhibit 2**.

During and following the presentation, Council will have the opportunity to ask questions of the consultants and discuss the results. No Council action is required; however, if action is desired, there is budget available in TSI's contract for follow up tasks (see "Background" below).

Background

During their special meeting on August 20, 2019, Council approved a motion to perform an audit of the inputs and assumptions that have gone into the City's traffic concurrency models. On September 10, 2019, the Council reviewed a draft scope of work for the audit and provided feedback, and on January 7, 2020, the Council approved a contract with Transportation Solutions, Inc. to perform the work.

In early May, TSI completed their work but was unable to present the results during a Council meeting due to public meeting restrictions caused by Covid-19. As an alternative, in mid-May, the Council received briefings on the results from TSI in small groups.

On June 2, 2020, the City Council approved an amendment to the contract with TSI, which expanded the scope of the original contract to include on-call transportation support services. Examples of on-call services that can be provided include:

1. Follow-up work resulting from the findings of the Traffic Model Audit report, such as testing to determine whether implementation of the Audit's recommendations affect the results of concurrency tests;
2. Review of the traffic simulation models prepared by Perteet, Inc. for Sahalee Way/228th Ave;
3. Further concurrency auditing and advice; and
4. Other tasks as directed by the City.



Transportation Model Audit

May 4, 2020

TO: Mike Sugg, Sr. Management Analyst
City of Sammamish

FROM: Victor Salemann, PE and Andrew Bratlien, PE

SUBJECT: Sammamish Traffic Concurrency Models Audit

This memorandum summarizes the methods, assumptions, findings, and recommendations of the traffic concurrency models audit for the City of Sammamish.

1. CONCURRENCY MANAGEMENT BACKGROUND

Concurrency is mandated under the 1990 Growth Management Act (GMA) passed by the Washington State legislature to address and mitigate problems associated with growth. The GMA requires that transportation improvements or strategies necessary to accommodate development must be made concurrently with land development. Concurrency requires transportation improvements to be either (a) in place at the time of development or (b) that a financial commitment is in place to complete the improvements within six years of development (RCW 36.70A.070(6)(b)).

Transportation concurrency under the GMA requires that the transportation impacts of land use development actions do not reduce transportation Level of Service (LOS) below the responsible agency's adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Corrective (e.g. LOS deficiency-related) transportation improvements, which may include project funding, must be identified and programmed within a six-year period from the impact of the development. Concurrency procedures specific to the City of Sammamish are identified in Sammamish Municipal Code (SMC) 14A.10.050 and are consistent with GMA requirements.

On April 20, 2020, the Growth Management Hearings Board (Board) invalidated SMC 14A.10.050(2) as adopted in Ordinance O2019-484, which contain the City's segment and corridor v/c level of service standards. The City is currently in the process of coming into compliance with the Board's findings. The technical analysis described in this document was completed before the April 20 ruling, and refers to the SMC14A.10.050(2) standards.

2. SAMMAMISH CONCURRENCY POLICY

Transportation concurrency policy in the City of Sammamish is defined according to roadway Levels of Service (LOS), as described in this section.

Intersection Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is based on the delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal.



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Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Delay is defined differently for signalized and all-way stop controlled intersections than for two-way stop controlled (i.e. stop control on minor approach) intersections. For signalized and all-way stop controlled intersections, level of service thresholds are based upon average control delay for all vehicles (on all approach legs) entering the intersection. For minor-approach-only stop controlled intersections, delay is reported for the movement with the worst (highest) delay. **Table 1** shows the amount of delay used to determine LOS for signalized and unsignalized intersections.

Table 1. Intersection Level of Service Thresholds

LOS	Signalized and Roundabout Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Sammamish Level of Service Standards

Level of service standards are used to evaluate user experience and to quantify the transportation impacts of travel demand growth for the purposes of concurrency. Sammamish monitors intersection and corridor LOS for the AM and PM peak hours of travel.

Intersection LOS Standard

The City of Sammamish has adopted tiered intersection LOS standards based on functional classification. Minimum LOS for intersections with Principal Arterials is LOS D. If LOS D cannot be achieved with three approach lanes per direction, a reduced LOS standard of LOS E applies. Minimum LOS standard C applies for intersections with Minor Arterial or Collector streets. For intersections of roadways with different functional classifications, the higher classification (i.e. the lower standard) applies.

Segment and Corridor LOS Standard

Until 2019, Sammamish used an average weekday daily volume-based segment and corridor capacity LOS standard which defined allowable service volume (capacity) according to functional classification, number of lanes, lane width, and design elements such as paved shoulders, sidewalks, and bike lanes.

In ordinance O2019-484, the City of Sammamish adopted its current street segment and corridor LOS standard. Segment LOS is based on an allowable peak hour volume-to-capacity ratio, where capacity is calculated using a modified Highway Capacity Manual 6th Edition methodology described in the November 16, 2018 memorandum “Measuring Concurrency for Segments and Corridors: HCM 6th Edition, Modified,” by Kendra Breiland and Bianca Popescu (Fehr & Peers).

Current segment and corridor capacity policy considers roadway characteristics such as number of lanes, presence of turn lanes, medians, adaptive signal control, and flashing yellow arrow (FYA) left turn signals and is summarized in **Table 2**.



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Table 2. Street Segment and Corridor Peak Hour Capacity Policy

Roadway Characteristic	Directional Capacity (vehicles per hour)			
	Two-Lane Street		Four-Lane Street	
Posted Speed	≤ 45 mph	>45 mph	≤ 45 mph	>45 mph
Base Capacity	881	906	1,772	1,822
Right-Turn Lane	+45	+45	+90	+90
No Left-Turn Lane	-175	-180	-445	-455
Median	Yes: +45; No: 0	Yes: +45; No: 0	Yes: 0; No: -90	Yes: 0; No: -90
Adaptive Signal Control	+45	+45	+90	+90
Flashing Yellow Arrow	+20	+20	+35	+35

Sammamish has adopted maximum allowable volume-to-capacity (v/c) ratios described in **Table 3** for principal and minor arterial segments and corridors. The range of allowable peak hour volumes identified in **Table 3** are based upon the minimum and maximum possible capacities per the capacity thresholds identified in **Table 2**.

Table 3. Range of Allowable Peak Hour Directional Volumes for Principal and Minor Arterial Streets

Facility Type	Maximum v/c	Two-Lane Street		Four-Lane Street	
		≤ 45 mph	>45 mph	≤ 45 mph	>45 mph
Corridor	1.10	777 – 1,140	799 – 1,167	1,361 – 2,186	1,405 – 2,241
Individual Segment	1.40	1,088 – 1,596	1,119 – 1,634	1,905 – 3,060	1,967 – 3,137

East Lake Sammamish Parkway is exempt from segment and corridor LOS policy per ord. O2019-484

Corridor v/c is calculated as the weighted average of individual segment v/c ratios along the corridor. Note that East Lake Sammamish Parkway is exempt from segment and corridor LOS policy, per ordinance O2019-484.

3. SAMMAMISH CONCURRENCY PROCEDURES

The City of Sammamish concurrency management system consists of three major components: (1) AM and PM peak hour travel demand models, (2) AM and PM peak hour intersection LOS models, and (3) AM and PM segment LOS worksheets. The concurrency models, described below, are updated regularly based on development permit applications.

Concurrency models were most recently calibrated based on 2016 peak hour traffic counts and are updated continuously based on incoming development applications. Consistent with Growth Management Act (GMA) requirements, the future year concurrency models represent a rolling six-year analysis horizon (currently 2026). Travel demand and intersection LOS model calibration are described later in this document.

Travel Demand Model

The City of Sammamish uses AM and PM peak hour travel demand models to calculate future travel demand forecasts for city streets and intersections based on funded Transportation Improvement Program (TIP) projects and permitted “pipeline” development. The concurrency travel demand models are based on a 2016 AM and PM peak hour baseline and are described in detail later in this document.

The Sammamish travel demand model was initially developed in 1999 by Mike Birdsall of Earth Tech Engineering (ETE) and later of David Evans and Associates (DEA). The model has been maintained and updated by DEA since that time. Victor Salemann of Transportation Solutions was employed by both ETE and DEA but did not actively build, modify, or run the model. His role was that of contract manager and principal-in-charge. As such he was responsible for the quality of the deliverables provided by the staff under his direct supervision and provided general oversight and guidance for the work. Transportation Solutions has subcontracted model development work to DEA in the past, including the development of the 2016 AM Visum model. Transportation Solutions provided base (uncalibrated) AM peak hour trip rates to DEA (from the Kootenai MPO model documentation)



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and provided guidance to DEA on “rule of thumb” %RMSE goals for pre/post ODME adjustment of Visum models.

Intersection LOS Model

Delay for signalized and stop-controlled intersections in Sammamish is calculated in Synchro 9 software using Highway Capacity Manual 2010 (HCM2010) methodology, except for three stop-controlled intersections for which HCM 2000 methodology is used to model two-stage left-turns. Roundabout delay is calculated in Sidra Intersection 8 software. Intersection LOS inputs and assumptions are described in detail later in this document.

Segment Service Volume Worksheets

Segment and corridor concurrency are monitored using a Microsoft Excel-based workbook which incorporates AM and PM peak hour volume forecasts from the travel demand model and applies segment and corridor capacity standards. Concurrency deficiencies are identified where existing or future volumes exceed maximum v/c ratio standards.

4. 2016 BASELINE MODELS

This section describes Transportation Solutions and Eco Resource Management Systems Inc’s review of the development and calibration of the Sammamish 2016 “Baseline” travel demand models, intersection LOS models, and segment LOS models. Eco Resource Management Systems Inc comments are provided verbatim in **Attachment 1**.

Traffic Counts

The Baseline models were based on traffic counts collected in 2016. City of Sammamish collected 7 – 9 AM and 4:30 – 6:30 PM turning movement counts at 49 locations citywide in April and May 2016. Seven-day segment volume counts were also collected at 72 locations in and near Sammamish.

The Sammamish travel demand models were calibrated by DEA to fit the systemwide peak hour of travel, i.e. the four consecutive 15-minute intervals with the highest citywide travel demand for each peak period. Traffic counts for the system peak hour were input to the AM and PM peak hour travel demand, intersection LOS, and segment LOS models.

The City of Sammamish maintains an annual count program, monitoring peak hour intersection turning movement volumes and seven-day segment volumes on a regular basis. While historic growth trends are not necessarily indicative of future growth (which is the focus of the travel demand model), these annual counts can be a useful reference tool to monitor recent daily and peak hour traffic growth trends throughout the City.

As traffic congestion increases, the proportion of 24-hour traffic volumes that occurs during the peak hour sometimes decreases. This phenomenon, known as “peak spreading,” is a behavioral response whereby drivers shift their departure time in response to peak-hour congestion. A review of recent historical count data indicated peak spreading in several locations around Sammamish. This spreading may be caused by congestion internal to the City of Sammamish or congestion in the surrounding regional transportation network. An example of peak spreading for three arterial corridors along the northern boundary of Sammamish is summarized in **Table 4**. The volumes are based on 2016 and 2018 seven-day counts at each location.

Table 4. 2016-2018 Traffic Count Trends on North Sammamish Arterials

Street	Location	AM Growth	PM Growth	ADT Growth
E Lake Sammamish Pkwy	s/o 187 th Ave NE	+2.9%	-2.1%	+2.9%
Sahalee Way	s/o NE 50 th St	+6.6%	+7.1%	+9.1%
244 th Ave NE	s/o SR 202	+13.8%	+10.6%	+18.9%
Total Screenline Count		+6.2%	+3.7%	+8.0%



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Each of the locations identified in **Table 4** indicated Average Daily Traffic (ADT) growth rates greater than or equal to their respective AM and PM peak hour growth rates. This indicates a decreasing share of total traffic volume occurring during the morning and afternoon one-hour peak periods. As the duration of peak demand spreads, drivers who would have been able to avoid traffic congestion by shifting their departure time may experience increasing congestion outside the traditional one-hour peak.

The Sammamish 2016 travel demand model trip generation procedure assumes up to a 16 percent reduction in baseline peak hour demand due to peak hour spreading, and future demand forecasts assume that peak spreading will continue. Peak spreading adjustment factors are described in greater detail in the “Trip Generation” section of this document. The City of Sammamish should continue to monitor peak spreading at key arterial locations.

Travel Demand Model

Travel demand model files were reviewed by Transportation Solutions and Robert Shull of Eco Resource Management Systems Inc. (eRMSi). This section describes the findings of this review. eRMSi’s full comments are provided verbatim in **Attachment 1**.

Transportation Network

Link (segment) free flow speeds and capacities are set by the model according to Link Type. Modeled capacities range from 40 vehicles per hour per lane (vphpl) on some local streets to 2,200 vphpl on freeway links. However, names are not defined for the Link Types in the model. This makes it difficult to apply link types consistently and to error-check the network. Link Type names should be defined for any types used in the model.

Link capacities and free flow speeds are set via Link Types defined in Visum. The model does not currently include a procedure for updating number of lanes based on Link Type. Lanes must be updated manually. This increases the likelihood for model coding errors. The model procedure sequence should be updated to include a step for defining the number of lanes based on Link Type.

Link lengths used by the travel demand model (link attribute “Length”) do not always match the direct length of the link (link attribute “LengthDir”). This can cause assignment errors and inconsistencies and should be corrected.

The travel demand model calculates intersection capacity and delay by turning movement. Turn capacities appear to be defined according to intersection control type and turn direction. However, the model does not include a standardized procedure for setting turn capacity and free flow speed, and these values do not appear to be consistently defined in the network. The model is heavily dependent on the modeled turn capacities and free flow speeds; This can result in an assignment output which is difficult to calibrate and error-check. It is recommended that the model be revised to include turn capacity and free flow speed standards.

Transportation Solutions and eRMSi noted several turn capacity constraints in the 2016 PM travel demand model, shown in **Table 5**, which cause unrealistic delays.

Table 5. Travel Demand Model Turn Capacity Standards

Location	Movement	2016 PM Count	2016 PM Travel Demand Model		
			Capacity	Free-Flow Travel Time	Congested Travel Time
SR 202 & Sahalee Way	EBR	1,185	500	20 sec	5 min 24 sec
SR 202 & 244 th Ave NE	EBR	241	200	40 sec	3 min 6 sec
ELSP & SE 43 rd Way	NBR	995	600	20 sec	2 min 25 sec
ELSP & 187 th Ave NE	SBT	1,395	800	6 sec	21 sec

The eastbound right-turn movement at SR 202 & Sahalee Way is coded with a turn capacity input of 500 vph. However, this movement operates with 1,185 vph in the 2016 PM peak hour. This results in a very high turn



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delay in the 2016 model, despite the presence of an exclusive right-turn lane with overlap phasing and the availability of right-turn-on-red movements due to low conflicting left-turn demand. This may cause the travel demand model to underestimate future southbound growth on Sahalee Way/228th Ave NE.

The northbound right-turn movement on East Lake Sammamish Parkway at SE 43rd Way includes a free movement, with a slip lane leading to an exclusive receiving lane on SE 43rd Way. However, the travel demand model assigns a uniform capacity of 600 vph to all turn movements at the intersection. This results in unrealistically high turn delay, particularly on the northbound right-turn movement. This may cause the model to underestimate future northbound growth on SE 43rd Way.

The southbound through movement of East Lake Sammamish Parkway at 187th Ave NE is assigned a capacity of 800 vph in the travel demand model, despite the movement operating with a 2016 PM peak hour volume of 1,395 vph. This creates turn delay in the model, despite the movement operating freely with no stop control. The modeled 800 vph capacity appears to be applied to all major-approach through movements at two-way stop-controlled intersections.

Similar turn capacity inconsistencies may exist at other locations in the travel demand models. However, the lack of turn standards or procedure settings for updating turn capacities and free flow speeds in the model make it difficult to calibrate and update the model.

Link and turn capacity standards should be reviewed network-wide, with specific attention to key access points on arterial corridors. Site-specific application of link and turn capacity and travel time constraints during the calibration process should be documented and applied with a great deal of caution.

Land Use

Land use in the travel demand model is represented in two residential categories and eight non-residential categories, as described in **Table 6**. Residential land uses are expressed as single-family and multi-family dwelling units. Non-residential land use is expressed in terms of gross floor area (square feet), with the exceptions of park & ride lots (number of spaces) and active land (number of trips).

Table 6. Travel Demand Model Land Use Types

Land Use	Category	Units
Single-Family Housing	Residential	dwelling unit (DU)
Multi-Family Housing	Residential	dwelling unit (DU)
Retail	Non-residential	1,000 sq. ft (ksf)
Office	Non-residential	1,000 sq. ft (ksf)
Industrial	Non-residential	1,000 sq. ft (ksf)
Social Retail	Non-residential	1,000 sq. ft (ksf)
Schools and Churches	Non-residential	1,000 sq. ft (ksf)
Medical/Dental	Non-residential	1,000 sq. ft (ksf)
Active Land	Non-residential	trip equivalent
Park & Ride	Non-residential	space

Travel demand modeling requires the aggregation of land use into geographic areas known as Transportation Analysis Zones (TAZs). The Sammamish model includes a total of 392 TAZs, of which approximately 254 are located within city limits. 2016 land uses for the internal TAZs were based on the previous 2012 model update and updated based on known completed development as of the 2016 model update.

The land use inventory for the 2016 travel demand model should reflect a “snapshot” of development which was completed and occupied at the time of 2016 traffic count data collection, which occurred in April 2016. A



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review of the modeled land use indicated that TAZ 253, which includes the geographic area of the Sammamish Town Center Phase A development as shown in **Figure 1**, includes the following April 2016 land use:

- 159 multifamily dwelling units,
- 80,000 sf of retail, and
- 30,000 sf of medical/dental office space

This land use is consistent with the Sammamish Village development, which opened in late 2016. The development should not have been included in the April 2016 land use database.

The trip generation workbook indicated that Sammamish Village trips were removed from the model during the origin-destination matrix estimation (ODME) procedure, then added back into the model for concurrency runs. The ODME procedure is discussed in more detail later in this document.

The removal of the Sammamish Village trips by the ODME adjustment procedure and the addition of the trips back into the future year concurrency models mitigates the trip generation error resulting from the incorrect land use. However, it is recommended that the base year land use inventory be validated to match developments which were completed and occupied at the time turning movement counts were collected.



Figure 1. Transportation Analysis Zone 253

External zones represent land use in the vicinity of Sammamish which can impact travel demand into, out of, and through the City. Modeled external (or regional) TAZs cover a broad geographic area, extending north to Everett, south to Tacoma, west to Seattle, and east to North Bend. External land use in the 2016 travel demand models was based on PSRC travel demand growth forecasts at the time of the 2012 model update. 2016 and 2025 modeled external land uses are linearly interpolated from PSRC forecasts, and 2035 external land uses were linearly extrapolated from the PSRC forecasts. It is recommended that external growth forecasts be updated at the time of the next model calibration to reflect the latest available PSRC regional growth forecasts.

The external TAZ structure, network, and external trip growth forecasting procedures are difficult to maintain and introduce significant complexity to the travel demand model. It is recommended that external TAZs and network be revised or simplified to reduce model complexity. The number of external TAZs may be reduced, with a single TAZ at each key entry point to the City based on trip equivalents from the PSRC regional model. Baseline external trips should be calibrated to network cordon counts, and future external growth should be modeled consistent with current PSRC travel demand forecasts.



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Alternatively, the external TAZ structure may be maintained but existing and future land use inventories should be updated to reflect the latest available data from PSRC and local agencies.

Trip Generation

The Sammamish travel demand model trip generation calculations are maintained in an Excel-based workbook which is maintained by David Evans and Associates (DEA). This section summarizes the review of the trip generation workbook.

The travel demand modeling process requires modeled land uses to be converted to peak hour trips using calibrated trip generation rates. Trip generation rates are used to calculate the number of trips entering and exiting each TAZ and to assign a purpose for each trip. By calculating trip purposes, a travel demand model can represent the varying travel behavior patterns of commuter, shopping, recreational, and other trip types.

The Sammamish travel demand model uses nine trip purposes, as identified in **Table 7**. The trip types include diverted trips, which are defined as trips which make an intermediate stop on the way from their origin to their ultimate destination. These may include, for example, an intermediate stop at a shopping center on the way from work to home.

The inclusion of diverted trips in a travel demand model is unusual and requires special attention during model calibration and application. Per discussion with Mike Birdsall, who developed the trip generation workbook used by the Sammamish travel demand model, the diverted trip assumptions in the model are based on responses to a 1989 postcard survey in Tumwater, Washington. Sammamish's relatively high concentration of technology-based workers may result in commute schedules and trip behavior which are different from patterns in other cities. It is therefore recommended that diverted trip assumptions be reviewed and updated, preferably using a trip survey or similar data specific to the Sammamish planning area. Adjustments to diverted trip shares may have a significant impact on travel demand forecasts.

The DEA trip generation workbook applies reductions of between zero and 16 percent to baseline trip generation rates by trip purpose due to peak spreading, as shown in **Table 7**.

Table 7. Sammamish Travel Demand Model Trip Types

Trip Purpose	Short Code	Description	Peak Spreading Factor
Work-to-Home	WKHM	Commuter trips without stops; also includes 6% home-work trips	0.84
Work-to-Diverted	WKDVT	Commuter trips from work to intermediate non-home destination	0.84
Park-and-Ride-to-Home	PKRDHM	Trips from park & ride lot to home	0.84
Diverted-to-Home	DVTHM	Commuter trips from intermediate destination to home	0.84
Home-to-Local Other	HLOCL	Shorter trips from home to local generators	0.96
Home-to-Regional Other	HMREGL	Longer trips from home to regional generators	0.96
Local Other-to-Home	LOCLHM	Shorter trips from local generators to home	0.96
Regional Other-to-Home	REGLHM	Longer trips from regional generators to home	0.96
Non-Home-Based	NHB	Trips to/from locations which are not the driver's home	1.00



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Trip generation rates, summarized in **Table 8**, were compared to the nearest equivalent land uses identified in the Institute of Transportation Engineers *Trip Generation Manual 10th Edition*. Modeled trip generation rates are generally consistent with their equivalent ITE trip rates. The trip generation rates shown in **Table 8** do not include the peak spreading reduction factor which is applied by trip purpose, as described above.

External trip generation in the travel demand model is scaled based on zonal proximity to the Sammamish planning area, with a scaling factor as low as 0.1 for zones in Pierce County. This is reasonable based on the decreasing likelihood for remote zones to generate weekday peak hour trips through Sammamish.

Table 8. PM Peak Hour Trip Generation Rate Comparison

Land Use	Unit	Sammamish Model		ITE 10 th Edition ¹			
		Trip Rate	% Out	Equiv. LU	LUC	Trip Rate	% Out
Single-Family	DU	0.92	35%	SF Detached	210	0.99	37%
Multi-Family	DU	0.56	33%	Low-Rise MF	220	0.56	37%
Retail	ksf	3.64 – 12.00	51%	Shopping Center	820	3.81	48%
				Supermarket	850	9.24	49%
Office	ksf	1.47	76%	General Office	710	1.15	84%
Industrial	ksf	0.88	81%	Light Industrial	110	0.63	87%
				Manufacturing	140	0.67	69%
				Car Care Center	842	3.11	52%
Social Retail	ksf	5.23	51%	High-Turnover Restaurant	932	9.77	38%
				Hair Salon	918	1.45	83%
				Elem. School	520	1.37	55%
Schools, Churches	ksf	0.80	62%	High School	530	0.97	46%
				Church	560	0.49	55%
				Medical/Dental Office	720	3.46	72%
Medical /Dental	ksf	3.41	57%				
Active Land	trips	1.00	41%	n/a ³			
Park & Ride	Space	0.75	87%	Park & Ride	090	0.43	75%

*Retail trip generation rate varies with size

¹Institute of Transportation Engineers *Trip Generation Manual, 10th Edition*

²Nearest equivalent land use code in *Trip Generation Manual*

³Travel demand model uses trips as inputs; direct comparison to ITE is not possible

Trip generation requires a process of areawide trip balancing to ensure that the total number of trips entering the model's TAZs (destinations) are equal to the number of trips exiting the model's TAZs (origins). During the model calibration process, it is not uncommon to adjust both internal and external TAZs to achieve trip balance.

For the purposes of concurrency analysis, however, Transportation Solutions recommends that trip balancing be constrained to adjustment of external TAZs. This approach prevents changes in internal non-development trip generation due to changes in a development zone, which can be counterintuitive. Constraining trip balancing to external TAZs assumes that new development within Sammamish will not impact the total trip origins and destinations of existing development within the City. This procedure still allows new housing and employment within the City to find origins and destinations within Sammamish during the trip distribution procedure.

It is recommended that the Sammamish concurrency travel demand model be updated to constrain trip balancing to external TAZs.



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Trip Distribution Model

Trips are distributed between the model's Transportation Analysis Zones (TAZs) using a gravity model, which is based on the principle that the attraction between two bodies is directly proportional to the bodies' masses and inversely proportional to the distance between the bodies. For the purposes of travel demand modeling, a TAZ's "mass" is represented by the number of trips generated by (produced by or attracted to) the TAZ, while the distance factor is represented by route travel time. The gravity model calculates the attraction between any two TAZs using the following utility function:

$$f(U) = \frac{1}{U^{b+c*U^a}}$$

In the utility function, U is defined as travel time between zones. The parameters a, b, and c are calibration factors which influence the weight of travel time in the gravity model. The gravity parameters used in the 2016 model are shown in **Table 9** and are based on the original 1999 Sammamish travel demand model. The gravity model parameters establish a tendency for longer work-to-home trips and shorter trips associated with shopping and park-and-ride trips. The parameter settings are reasonable based on similar models in the region and guidance provided by NCHRP Report 716.

Table 9. Trip Distribution Gravity Model Parameters

Trip Purpose	Short Code	Model Parameter		
		a	b	c
Work-to-Home	WKHM	-2.7	1.3	1,000
Work-to-Diverted	WKDVT	-2.7	1.4	1,000
Park-and-Ride-to-Home	PKRDHM	-3.0	5.0	800
Diverted-to-Home	DVTHM	-3.0	5.0	800
Home-to-Local Other	HLOCL	-3.0	5.0	800
Home-to-Regional Other	HMREGL	-3.0	3.0	800
Local Other-to-Home	LOCLHM	-3.0	5.0	800
Regional Other-to-Home	REGLHM	-3.0	3.0	800
Non-Home-Based	NHB	-3.0	3.5	800

Traffic Assignment

Trips are assigned to the travel demand model street network based on a shortest travel time algorithm. This process considers link and turn capacities and delays described above. The 2016 models were refined by DEA using an origin-destination matrix estimation (ODME) procedure which is the recommended step for reducing remaining model errors in an already well-calibrated model. The ODME process creates a "correction matrix" which is then applied at the end of each future model run as a final adjustment.

A review of the 2016 PM correction matrix indicates a relatively high number of removed trips in some zones, including 580 removed trips from the Sammamish Town Center Phase A zone (TAZ 253). As described above, it appears that the 2016 model land use inventory erroneously assumes that the STC Phase A was completed and occupied in April 2016, resulting in a large overestimation of trips in this TAZ relative to the observed April 2016 traffic counts. It is recommended that the base year land use inventory be reviewed and revised as necessary to match developments which were completed and occupied at the time turning movement counts were collected.

The process by which the ODME corrected matrix was calculated is not stored in the travel demand model, making the process difficult to review and error-check. It is recommended that the ODME procedure be retained in the travel demand model for the purposes of transparency.



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The 2016 travel demand models calibrate with a strong correlation between modeled flows and traffic counts, satisfying statistical validation guidelines identified in the Federal Highway Administration's *Travel Model Validation and Reasonableness Checking Manual Second Edition* (2010). However, per the FHWA *Manual*, the statistical validation guidelines are not enough to determine the validity of a travel demand model:

While (travel demand model validation) standards can be used to help determine relative model accuracy, they also can encourage over-manipulation to meet the standards. This can be especially true if project ranking or construction funds are based on absolute values rather than relative results. While almost any travel model can be manipulated to attain a specified validation standard, it is important to emphasize the use of appropriate methods to meet the standard. Methods used to achieve a reasonable match between modeled and observed traffic volumes can be as important as the reasonableness of the match itself. Therefore, model validation should focus on the acceptability of modeling practices in addition to attaining specified standards. A model validation that matches specified trip assignment standards within a reasonable range using valid modeling procedures is better than a model that matches observed volumes with a tighter tolerance using questionable modeling procedures.

The reliability of the 2016 travel demand models is limited by the constraints of the modeled street network, uncertain linkage between external zones and existing regional land use, inaccuracies in the 2016 land use inventory, and uncertainty of the ODME correction procedure. Future recalibration efforts may improve the model's forecasting reliability by ensuring and documenting that the model has been calibrated with methodological consistency.

Comparison to Other Travel Demand Models

The network and demand model characteristics of the Sammamish base year travel demand models were compared to several other models for similarly-sized areas around western Washington. A model comparison summary is provided in **Table 10**.

Table 10. Travel Demand Model Comparison Statistics

Model	Sammamish	Bremerton	Mount Vernon	Skagit County	SR 16/SR 3 Corridor Study
Developed by	DEA	TSI	TSI	Transpo Group	Jacobs
Time Period	AM, PM	PM	PM	PM	AM, PM
Internal TAZs	254	125	91	377	391
External TAZs	138	8	7	10	9
# of Nodes	1,435	1,706	714	2,020	8,006
# of Links	3,566	4,284	1,660	4,892	17,726
Land Use Types	10	11	21	21	10
Trip Types	9	5	7	7	5
%RMSE ¹	4	16	12	27	12

¹Percent Root-Mean-Squared-Error is a calibration statistic which refers to the percent difference on an average per-link basis

²Origin-destination matrix estimation was not applied to the Skagit County model.

The Sammamish models are unique among the models identified in **Table 10** in the inclusion of a wide geographic area external to the Sammamish planning area (i.e. external TAZs). This approach can improve the model's ability to forecast the interactions of land use and route choice which are not directly within or adjacent to Sammamish. However, this approach also increases the time and labor requirements for model development, calibration, and maintenance.



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Intersection LOS Models

The following section summarizes the inputs and assumptions of the Sammamish intersection LOS models.

Traffic Volumes

The Sammamish travel demand models were calibrated to fit the systemwide peak hour of travel, as identified by DEA through review of 2016 traffic counts. Traffic counts for the system peak were input to the AM and PM peak hour travel demand models. This systemwide peak approach may be appropriate for wide-area travel demand and intersection LOS analysis, however it may result in under-estimating localized congestion peaks, specifically at locations which do not align with the system peak.

Per DEA documentation, unserved demand at the intersections of SR 202 & Sahalee Way and SR 202 & 198th Ave NE were added to the model. This is reasonable and consistent with previous modeling efforts in Sammamish. The assumptions and results of the unserved demand estimation were not documented.

The citywide Synchro network applies Peak Hour Factor (PHF) on a per-approach basis.

Synchro Model

Delay and LOS for signalized and stop-controlled intersections were modeled in Synchro software using Highway Capacity Manual 2010 (HCM2010) methodologies where possible. HCM2000 methodology was used at three intersections along Sahalee Way/228th Ave NE which feature two-stage left-turn movements.

The Synchro implementation of the Highway Capacity Manual 6th Edition (2016) includes inputs for two-stage left-turn movements and is the recommended analysis methodology, per the Washington State Department of Transportation "Synchro & SimTraffic Protocol."

Saturation flow rate, an input in the HCM signalized LOS methodology, is defined as the flow rate which would occur at a signalized intersection approach given saturated conditions and no interruption due to signal phasing. The WSDOT "Synchro & SimTraffic Protocol" provides the following recommendations for saturation flow rate.

The preferred methodology for determining the appropriate value is to conduct a field study. However, when that is not available, or feasible, the recommended values are 1750 urban areas, 1900 for rural.

The Sammamish Synchro network uses a saturation flow rate of 1,900 vehicles per hour per lane (vphpl) for signalized intersections. This is the Synchro software default and is consistent with WSDOT guidance for rural areas. Traffic Count Consultants, Inc. (TC2) collected saturation flow data at six locations during the week of February 18, 2020. Saturation flow data, provided in **Attachment 2**, was collected on school days.

Saturation flow data was analyzed using data collection methods described in the Institute of Transportation Engineers *Manual of Transportation Engineering Studies*. Results are summarized in **Table 11**. The AM and PM averages identified in **Table 11** include adequate sample size to provide a statistically valid estimate of the true saturation flow rate with an acceptable error range of 50 vph and a 99 percent confidence level.

Saturation flow data collection was not possible at the intersection of Sahalee Way and NE 37th Way due to queue stacking from Sahalee Way at SR 202 impacting the intersection.

The overall average saturation flow rate of 1,700 vphpl is slightly lower than WSDOT policy of 1,750 vphpl for urban intersections and significantly lower than the current assumed saturation flow rate of 1,900 vphpl for signalized intersections in Sammamish.

By using a saturation flow rate which is higher than the observed conditions, the LOS models will underestimate signalized intersection delay and may generate LOS forecasts which do not match conditions in the field.



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Table 11. Sammamish Signalized Saturation Flow Rate

Intersection	Direction	Lane	Period	Sample Size (cycles)	Saturation Flow Rate (veh/hr/ln)
Sahalee Way & NE 37 th Way	NB	Through	7-9 AM	-	*1
228 th Ave NE & NE 8 th St	NB	Inside Through	7-9 AM	26	1,590
228 th Ave NE & NE 8 th St	EB	Through	4-6 PM	33	1,710
228 th Ave SE & Issaquah-Pine Lake Rd SE	SB	Through	7-9 AM	44	1,700
			4-6 PM	19	1,835
228 th Ave SE & Issaquah-Pine Lake Rd SE	SB	Left-Turn (both lanes)	4-6 PM	18	1,680
AM Average				70	1,660
PM Average				<i>Through Lanes Only</i>	<i>1,755</i>
				<i>w/ Left-Turn lanes</i>	<i>1,735</i>
Overall Average				140	1,700

¹Unable to collect saturation flow data due to rolling NB queue interrupting NB through lane

Sidra Model

Sammamish roundabout delay and LOS are modeled in Sidra Intersection 6 software. Model inputs and settings were reviewed for accuracy and compared to the October 2019 WSDOT “Sidra Policy Settings” document. Similar to the Synchro LOS models, peak-hour factor (PHF) is currently input at the approach level.

A review of roundabout geometry indicated incorrect island diameter inputs for some locations. The review also indicated that the Environmental Factor parameter is not consistently applied in the Sidra models. WSDOT recommends an Environmental Factor of 1.0 for future year analyses. It was noted that the Sidra models for the roundabout at East Lake Sammamish Parkway and 43rd Way include a southbound bypass lane which has recently been closed. This should be updated in the Sidra models.

Segment LOS Model

2016 segment and corridor v/c deficiencies are summarized in **Table 12** and are consistent with DEA documentation. Note that East Lake Sammamish Parkway corridors and segments are exempt from segment and corridor LOS policy, per ordinance O2019-484.

Table 12. 2016 Segment and Corridor v/c Deficiencies

Description	Direction	v/c Standard	AM v/c	PM v/c
E Lk Sammamish Pkwy North Corridor	NB	1.1	1.52	0.78
	SB	1.1	0.44	1.55
E Lk Sammamish Pkwy, City limit – 196 th Ave NE	NB	1.4	1.62	0.83
	SB	1.4	0.52	1.76
E Lk Sammamish Pkwy, 196 th Ave NE – NE 26 th Pl	NB	1.4	1.70	0.87
	SB	1.4	0.44	1.65
Sahalee Way – 228 th Ave North Corridor	NB	1.1	1.12	0.67
	SB	1.1	0.56	1.03



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5. 2025 CONCURRENCY MODELS

The following section summarizes model files and data provided by DEA staff for 24 concurrency tests.

Volume Post-Processing

Travel demand model outputs typically require refinement to reduce errors which are unavoidable in any model. This review confirmed that segment and turning movement volume forecasts generated by the Sammamish travel demand models are post-processed before input to the segment, Synchro, and Sidra LOS models. This is consistent with guidance identified in *NCHRP Report 765* (TRB 2014).

Transportation Improvement Projects

Concurrency Tests #1 - #12 (September 9, 2019) assumed construction of the Sahalee Way – 228th Ave North Corridor project, including a center median and right-turn pockets at intersections. Per Council guidance, this project was removed in Test #13 (September 9, 2019) and for every test thereafter. After the removal of the corridor project, segment LOS calculations maintained an assumption of future adaptive signal timing and Flashing Yellow Arrow (FYA) left-turn signals at Sahalee Way & NE 37th Way. City of Sammamish staff confirmed that this is consistent with the current TIP.

Travel demand model documentation indicated that the models include improvement projects identified in the Redmond and Issaquah six-year TIPs. It was not clear, however, which projects are included or how often the regional TIP projects are updated in the models.

Pipeline Developments

Concurrency Tests #1 – 24 include a total of 736 new AM peak hour and 506 new PM peak hour trips, according to the cover sheets provided with each concurrency report. The provided travel demand model files are consistent with the reported trip totals.

The project trip generation forecasts used in the concurrency models were calculated using the calibrated 2016 travel demand model trip generation rates identified in **Table 7**. This trip generation approach was used for every test except #11 and #12, which evaluated the Sammamish Town Center development. Trip generation forecasts for the Town Center concurrency tests were applied from the July 12, 2019 memorandum “Sammamish Town Center (STC) – Phase I for Development Permit Applications in the A-1 Zone, Traffic Trip Generation Estimates” by Transpo Group.

The STC trip generation memorandum includes a trip generation forecast of 194 net new AM peak hour trips and 252 net new PM peak hour trips. These forecasts include reductions for pass-by trips and shared trips. Shared trip reductions include trips shared with the existing Town Center development north of SE 4th St.

The select zone plots provided in the summary reports for Concurrency Tests #11 and #12 indicate a significant share of short trips in both tests, including 81 trips to/from the existing Town Center/Met Market development on the north side of SE 4th St. These short trips meet the definition of shared trips, as identified in the Transpo Group memo. This results in a double reduction for shared trips for the STC development.

Given the travel demand model’s implementation of diverted trips (i.e. trips which make an intermediate stop on the way from an origin to an ultimate destination), and per Transportation Solutions’ discussion with Mike Birdsall, the use of select zone analysis plots in concurrency reports will not display the full travel demand impact of a given development. Select zone analysis plots display two trip components for a given zone or zones: (1) primary/new trips, and (2) the development-connected leg of diverted trips. The non-development leg of diverted trips is not included. It is therefore recommended that select zone analysis plots not be included in concurrency reports.



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Capacity Sensitivity Analysis

Based on the capacity constraints identified in the 2016 travel demand model review, a sensitivity analysis was developed using the 2016 PM "Baseline" travel demand model and the PM travel demand model for Concurrency Test #18, which includes the Sammamish Town Center Phases 1 and 2 in addition to several smaller developments for a total of 499 new PM peak hour trips.

The following turn capacity revisions were applied to both travel demand models (PM only):

- **SR 202 & Sahalee Way:** Increased eastbound right-turn capacity from 500 vph to 1,200 vph.
- **East Lake Sammamish Parkway & SE 43rd Way:** Increased all turn capacities to 1,200 vph.
- **SR 202 & 244th Ave NE:** Increased eastbound right-turn capacity from 200 vph to 1,200 vph.
- **Major (uncontrolled) movements at two-way stop-controlled intersections:** Increased major approach through movement capacity from 800 vph per lane to a value equivalent to the incoming link capacity for each intersection approach.

The revised model outputs were compared to the existing model outputs and are shown in **Figures 1 and 2**. **Figure 1** illustrates the difference between the Baseline 2016 PM model and the revised 2016 PM model. The overall difference in assignment result within the Sammamish planning area is minor, with approximately 60-75 southbound trips shifting from East Lake Sammamish Parkway to Sahalee Way/228th Ave NE and 40-60 northbound trips shifting from Issaquah-Pine Lake Rd to SE 43rd Way. However, the capacity changes caused significant reassignment of demand on I-90 to the south of Sammamish, including a reduction in demand of approximately 200 vph on eastbound I-90. This may indicate unstable conditions, coding errors, or other "noise" external to the Sammamish planning area which will be difficult to trace and which may impact model results.

Figure 2 illustrates the difference between the Concurrency Test #18 PM model and the revised PM model for Concurrency Test #18. The capacity revisions resulted an increase of approximately 300 vph on southbound Sahalee Way south of SR 202 and in increase of approximately 200 vph on eastbound SE 43rd Way northeast of East Lake Sammamish Parkway. This analysis suggests that the travel demand model's capacity constraints may limit the growth forecasts for key north-south arterial corridors.

This sensitivity analysis is documented for reference purposes only. A more thorough recalibration effort is recommended to verify the impacts of capacity revisions in the 2016, 2025, and 2035 travel demand models.



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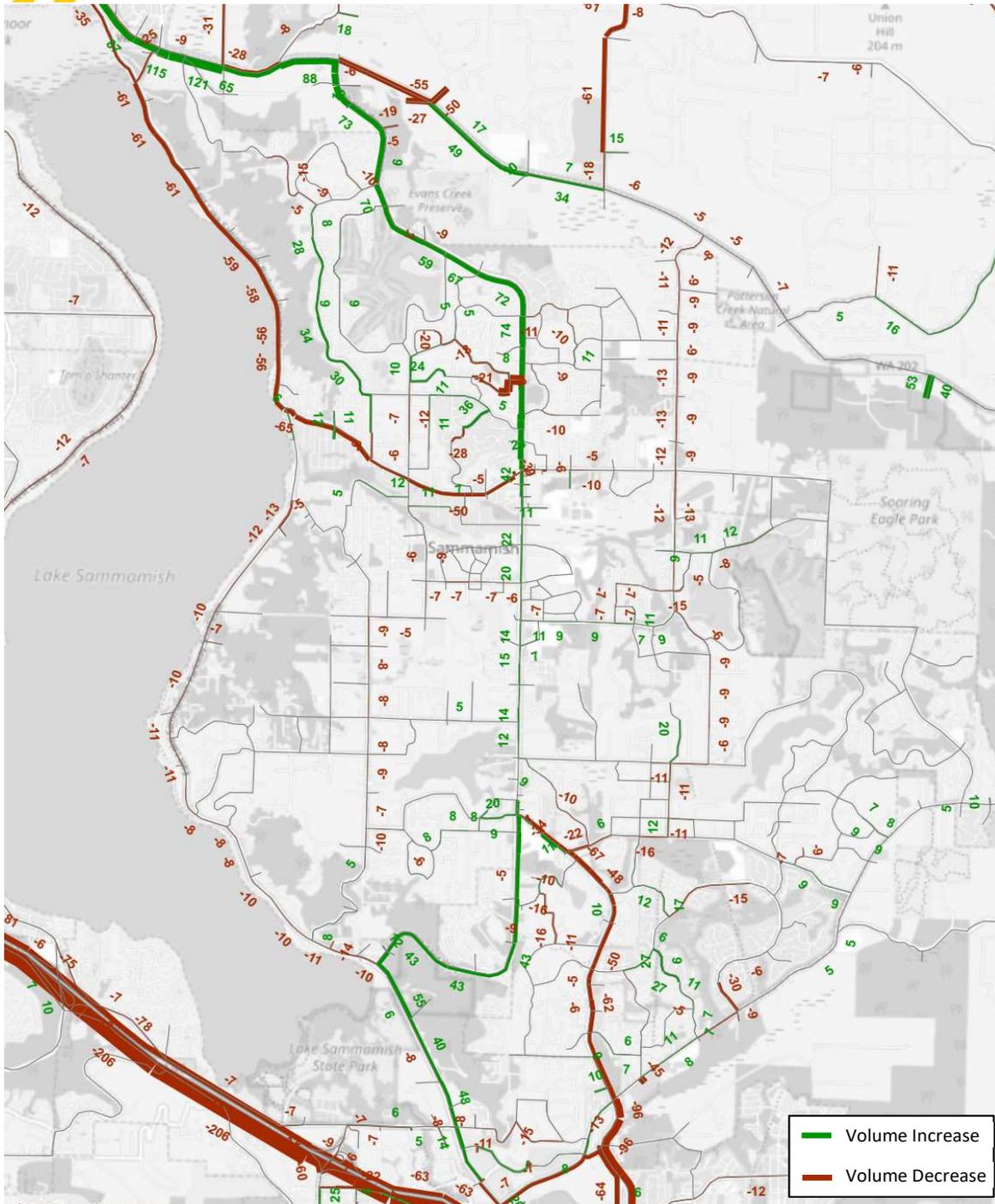


Figure 2. 2016 PM Difference Plot, Before and After Capacity Revisions



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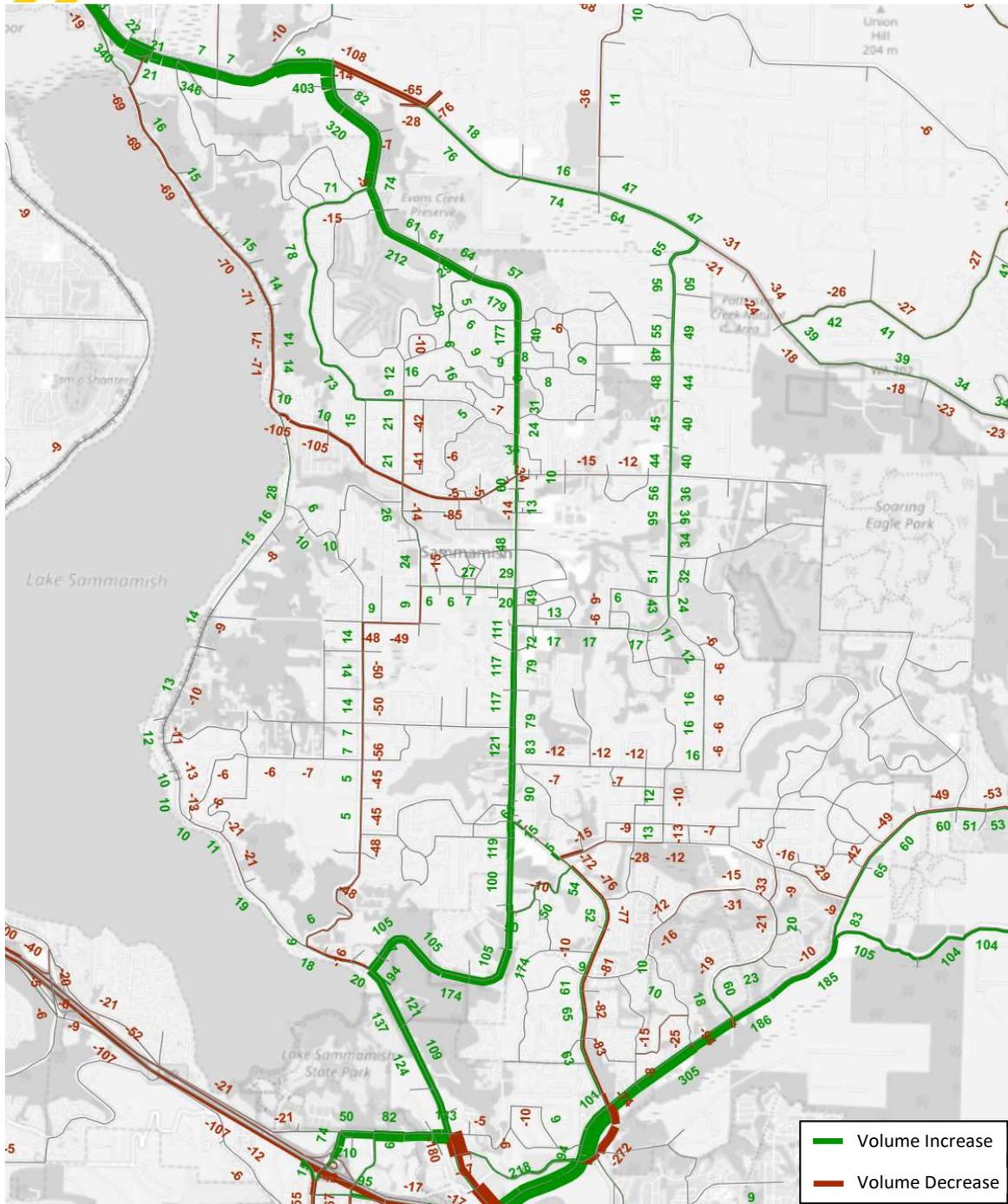


Figure 3. Concurrency Test #18 PM Difference Plot, Before and After Capacity Revisions



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6. FINDINGS AND RECOMMENDATIONS

This section summarizes the findings and recommendations associated with this transportation model audit.

High Priority/Near-Term

The following findings and recommendations are likely to have the greatest impact on traffic forecasts and analyses and should be considered for implementation as soon as possible. These findings may impact ongoing transportation analyses in the City of Sammamish, including transportation concurrency testing, corridor studies, and the Transportation Master Plan.

Finding HP1: Travel demand model turn capacity and travel time settings may create unrealistic assignment results.

Recommendation HP1: Turn capacities and free flow travel times should be re-evaluated at key access points to arterial corridors. Unrealistic capacity constraints and turn delays should be revised, preferably through the application of turn standards in Visum.

Finding HP2: Field data indicates that the current assumed saturation flow rate of 1,900 vphpl at signalized intersections does not reflect local conditions.

Recommendation HP2: Signalized saturation flow rates should be adjusted to 1,700 vphpl based on local saturation flow data. Alternatively, the WSDOT-recommended value of 1,750 vphpl for urban areas may be used.

Finding HP3: The 2016 PM peak hour travel demand model includes the Sammamish Village development, which was not occupied at the time 2016 turning movement counts were collected in April 2016.

Recommendation HP3: The land use inventory in the 2016 AM and PM travel demand models should be verified to confirm that base year land use represents development which was completed and occupied at the time turning movement counts were collected. The model should be re-run and the origin-destination matrix estimation (ODME) routine should be re-calculated.

Finding HP4: The Sammamish Town Center concurrency tests (#11 and #12) included a significant share of short trips. These shared trips were already accounted for in the July 12, 2019 STC trip generation memo. This resulted in a double reduction for shared trips.

Recommendation HP4: Modeled trips should be prohibited from pairing with the adjacent Town Center TAZ or the Transpo Group shared trip reduction should be removed to avoid overestimating shared trip reduction associated with the new STC development.

Finding HP5: The external network and TAZ structure covers a large area which is difficult to maintain and validate. Coding errors or outdated data in areas outside the Sammamish planning area may have a significant impact on the model's forecasting reliability.

Recommendation HP5: The external TAZ and network structure may be reduced, with a single TAZ at each key entry point to the City based on trip equivalents from the PSRC regional model. Baseline external trips should be calibrated to network cordon counts, and future external growth should be modeled consistent with current PSRC travel demand forecasts.

Alternatively, the external TAZ structure may be maintained but existing and future land use inventories should be updated to reflect the latest available data from PSRC and local agencies.



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Finding HP6: The trip generation workbook used by the travel demand models include important assumptions related to diverted trips, travel demand management/peak spreading, external land use, external trip scaling, and trip balancing. These assumptions were first developed by Mike Birdsall in the late 1990s.

Recommendation HP6: City staff should coordinate a trip generation training course with Mike Birdsall, who developed the initial travel demand model workbook and understands the methods and assumptions therein. The workbook should then be updated where necessary to align with current data, best practices, and engineering judgment. By establishing a clear understanding of trip generation inputs, assumptions, and methods, City and consulting staff can apply the travel demand model more effectively.

Medium Priority/Medium-Term

The following findings and recommendations are less likely to have a major impact on traffic forecasts and LOS results and should be considered for implementation in the next major travel demand and LOS model update. They are intended to improve model reliability, ease of maintenance, and transparency, in addition to model accuracy.

Finding MP1: Travel demand model link lengths (link attribute "Length") are sometimes less than the measured polyline length (link attribute "LengthDir").

Recommendation MP1: Link length should be set to automatically update to match the direct link length.

Finding MP2: Intersection LOS models assumed some unserved demand at the intersections of SR 202 & Sahalee Way and SR 202 & 198th Ave NE. Latent demand assumptions are not documented.

Recommendation MP2: Unserved demand assumptions should be documented.

Finding MP3: Intersection LOS analysis is currently based on an observed system-wide peak hour. This approach may underestimate delay at some intersections.

Recommendation MP3: For the purposes of concurrency and long-range planning, intersection LOS models should use local peak hour volumes at each intersection. This represents a more conservative approach than the current system-wide peaking method.

Finding MP4: Current Synchro models use a mixture of HCM2010 and HCM2000 methodologies.

Recommendation MP4: Synchro models should be updated to use HCM 6th Edition methodologies, consistent with the WSDOT August 2018 "Synchro & SimTraffic Protocol."

Finding MP5: The current Synchro and Sidra models apply Peak Hour Factor (PHF) by intersection approach.

Recommendation MP5: PHF should be input per-intersection, consistent with the WSDOT August 2018 "Synchro & SimTraffic Protocol."

Finding MP6: Sidra model roundabout geometry inputs are incorrect for several locations.

Recommendation MP6: Roundabout inputs should be reviewed for accuracy regarding lane width, circulating width, island diameter, and entry radius. WSDOT recommended inputs may be applied for entry radius.

Finding MP7: Sidra models include inconsistent application of the Environmental Factor input.

Recommendation MP7: WSDOT-recommended Environmental Factor values should be applied.



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Low Priority/Optional

The following findings and recommendations may have limited impact on model accuracy or precision but will simplify model maintenance and review.

Finding LP1: The travel demand models do not currently include name labels for Link Types.

Recommendation LP1: Names should be assigned to the travel demand model Link Types.

Finding LP2: The travel demand model does not have a procedure for defining lanes based on Link Type.

Recommendation LP2: The model procedure should include a step for defining the number of lanes based on Link Type.

Finding LP3: Transportation improvement project assumptions outside Sammamish are not documented.

Recommendation LP3: The external travel demand model network should be simplified, with external trips linked to PSRC regional growth forecasts. This eliminates the need for regional network maintenance.

Finding LP4: Given the travel demand model's implementation of diverted trips, the use of select zone analysis plots in concurrency reports may not display the full travel demand impact of a given development.

Recommendation LP4: For concurrency reporting, it is recommended to include network difference (i.e. without- vs. with-project) link volume plots which will display the full volume impacts of a given development.

Finding LP5: The transportation improvement projects assumed for concurrency testing were modified per council direction starting with Concurrency Test #13.

Recommendation LP5: Transportation improvement projects in the concurrency models should include only projects which are funded, or which council and/or staff have determined to be reasonably likely to be funded and built within a six-year horizon. Improvement assumptions should be clearly documented.

7. CONCLUSIONS

The conclusions of this transportation model audit are provided below.

- Several minor corrections can be applied to the Sammamish travel demand and intersection operations models which are likely to improve their predictive reliability in the near-term.
- The Sammamish travel demand model is characterized by a model architecture which was initially developed in 1999 and has been updated incrementally since then. The model is due for a comprehensive update, including a reevaluation of TAZ structure, land use, network architecture, trip generation procedures, and other components.
- Travel demand forecasts, including concurrency report results, should regularly be checked against engineering judgment and local feedback. The modeling process should be transparent and readily reviewable. Care must be taken to avoid treating the model as a "black box."
- Intersection and segment LOS models should be updated to reflect local data, geometric conditions, and current WSDOT recommended practices, where applicable.

Attachment 1. eRMSi Sammamish Travel Demand Model Review Observations

Attachment 2. Saturation Flow Rate Data

eRMSi Sammamish Model Review Observations, 2/27/2020

Document Notes:

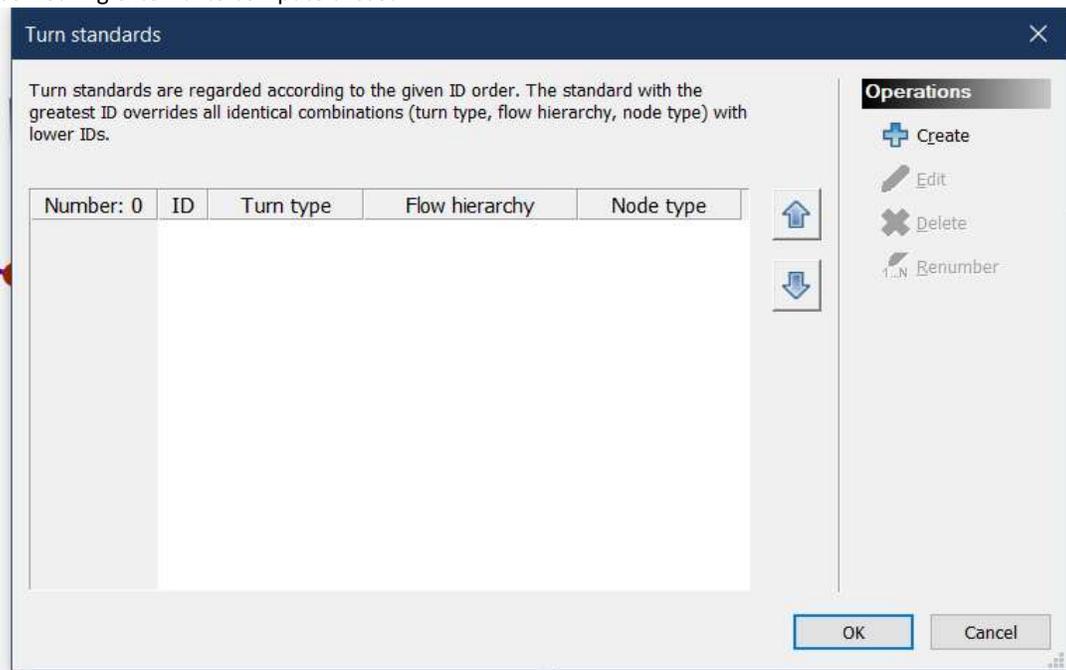
Specific policy capacities-Table 2, page 2, could be incorporated into the model for more direct connection to parameters.

Page 3 – AM and PM peak hour LOS could also be computed in the Visum model, minimizing effort and possible entry errors.

Page 3 – segment LOS worksheets – all could be calculated in the model with a more direct connection.

Page 7 – Recommendation 3. Put trip generation into the model so it is consistently applied and documented.

Table 9 – page 9 lists the turn standards but I don't find these included in the model file. Is there something external to compute these?



Model Notes

Link Type Names not used – can lead to confusion in coding and testing

Link lengths must have been imported from someplace because the lengths are sometimes less than direct length. This can cause assignment errors and inconsistencies.

Edit link

Number:

From node: 372
To node: 373

Type:

[Use default values of this link type](#)

Transport systems:

Basis | PrT TSys | PuT TSys | Congestion | DUE | ICA | User-defined attributes | Time-varying attr.

Direct distance: 0.292mi y0 PrT:

Length: Lanes:

AddVal 1: Capacity PrT:

AddVal 2: HGV share (%):

AddVal 3: VolCapRatio PrT:

Plan no.: Volume PrT [Veh]:

Bar labels

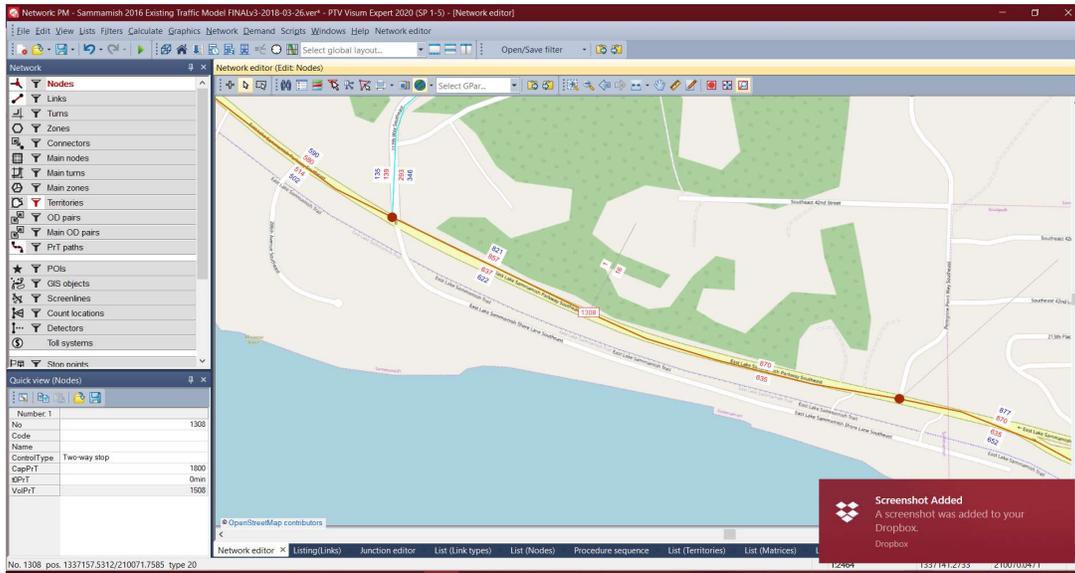
Name:

The link is closed for all public transport systems.

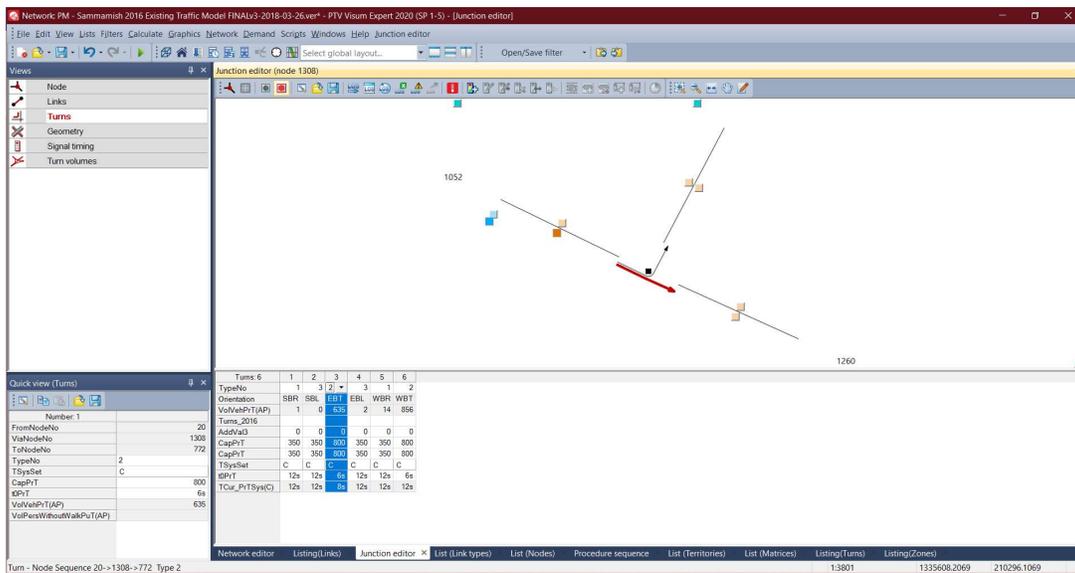
[Transfer changes to opposite direction](#)

Inconsistent use of delays for nodes. How are t0 values for turns assigned? Use of Turns VDF but it appears inconsistent. How are turn capacities assigned? Seems inconsistent.

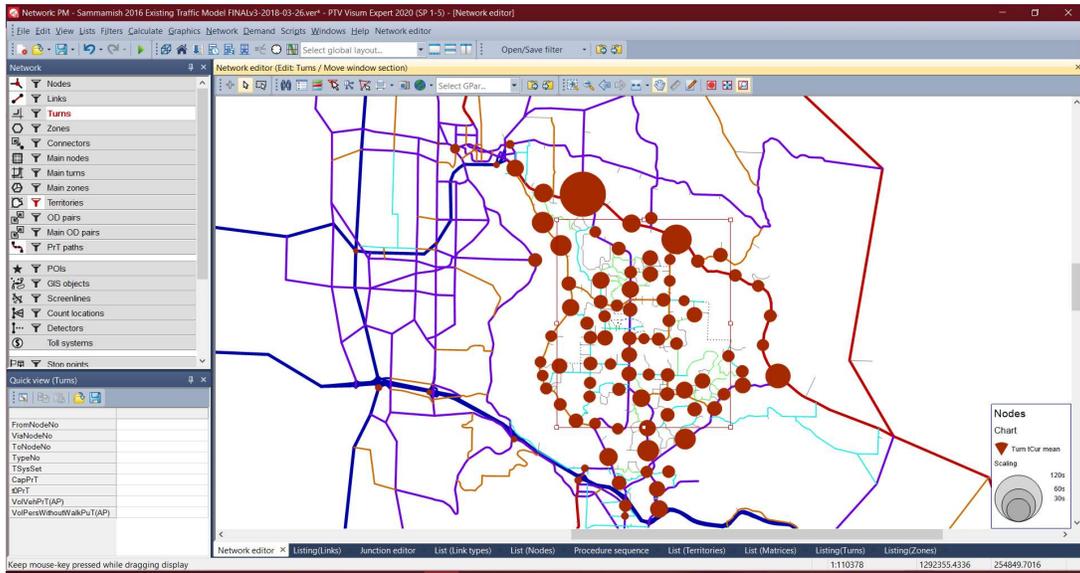
For example see node 1308 – unnamed stop controlled intersection



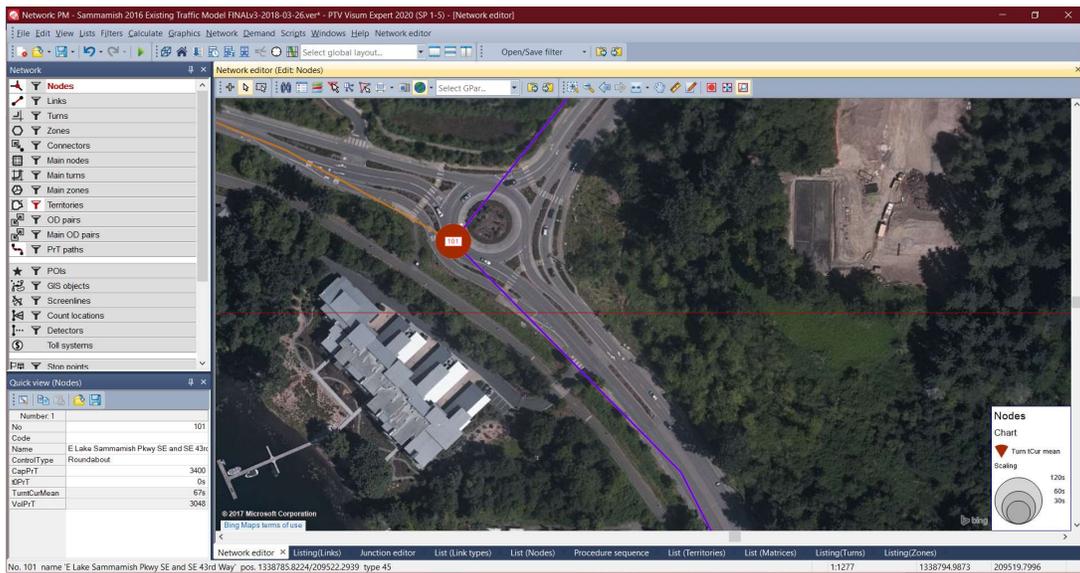
EB and WB through movements have large initial delay but these legs are not stopped. Use of the TurnsVDF for delays is giving high through movement delay to E. Lake Sammamish Parkway when this does not exist at this location.



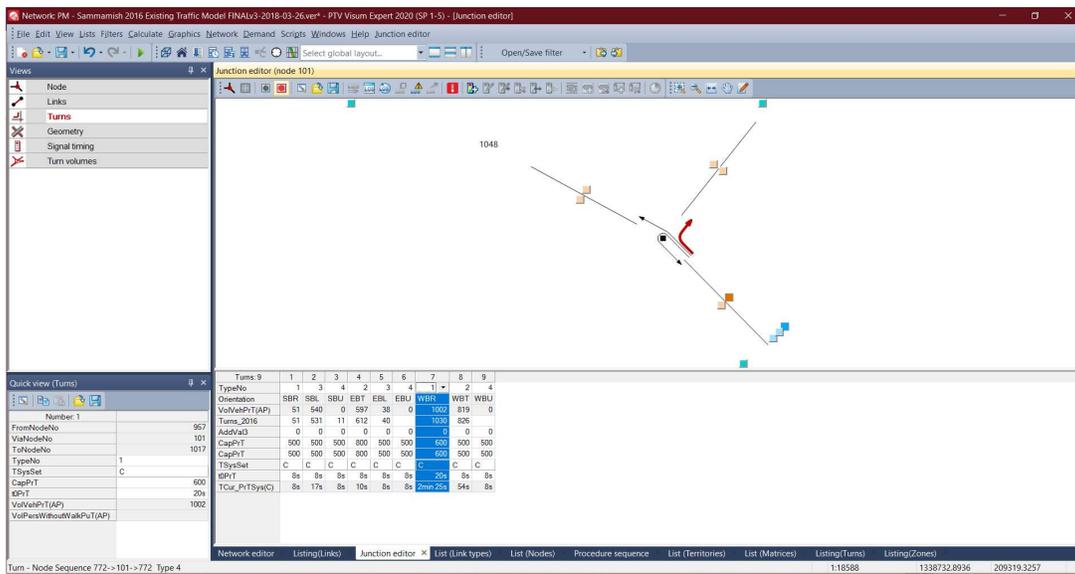
Inconsistent use can lead to distorted assignments. See the locations of turn delay here:



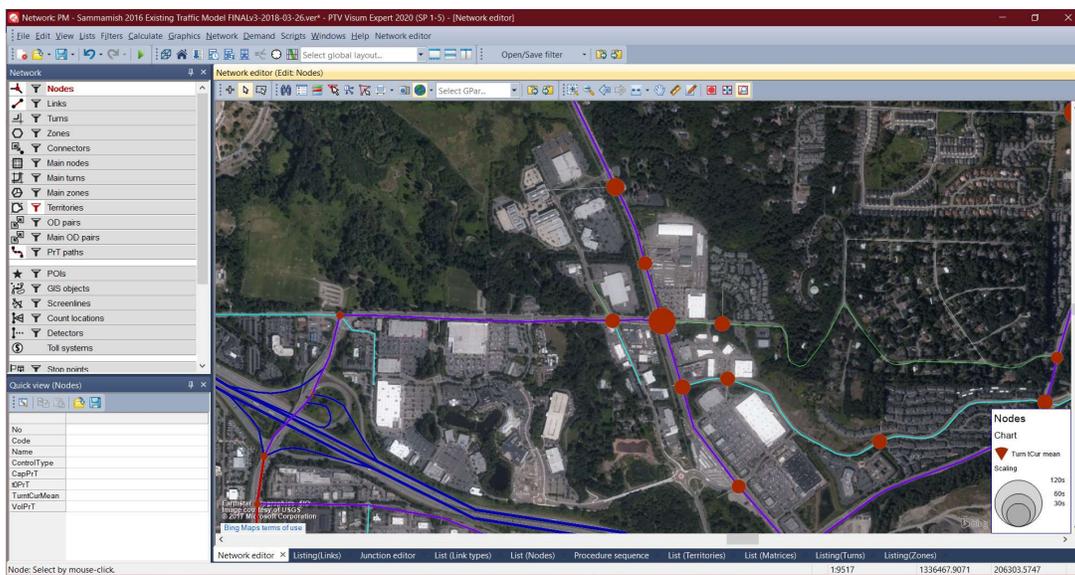
The roundabout on E Lake Sammamish and SE 43rd (Node 101) shows an average delay of 67 seconds.



The WB Right has an initial delay of 20 seconds (perhaps added to artificially “calibrate”) on this movement and a total delay on this right turn of 2 min 25 seconds despite having a free-flowing right turn bypass lane.



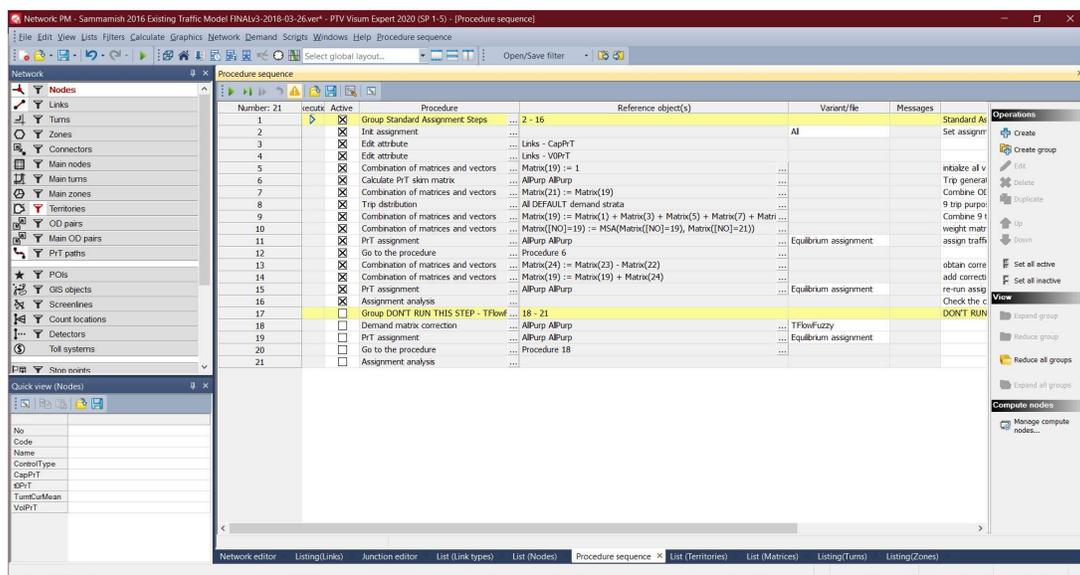
The use of delays appears inconsistent with delays placed in some locations and not in others. There are some roadways that are important for routing decisions that are not included in the model, yet the model includes much of King County.



Turn delay functions all use the same equation, which depends on the defined capacity. The review document describes the issues with the turn capacities but the ability to compute these does not exist in this model so any value can be arbitrarily changed. There are node delay functions encoded in the model, so these may have been used in an earlier version (and this may yield more reliable results) but

the current model implementation uses a turn delay function which is heavily dependent upon the inconsistently defined turn capacities and initial turn delays.

There are adjustments in the procedures using matrices 23 and 22 for both the AM and PM models but there is not a documented method for computing these matrices. There are steps to use TFlowFuzzy (and Origin-Destination Matrix adjustment technique) to make adjustments to the assignment matrix based upon traffic counts, but this adjustment technique may make the model match counts but it will not be reliable if the model is not right for other reasons first. Based upon the above observations the model may not be reliable despite replicating counts well in the base year.



Saturation Flow Study

Location: 228th Ave NE & NE 8th St
Approach: NB **Lane:** Inside through
Date: 2/20/2020 **Time:** 7-9 AM **City:** Sammamish, WA
Observer: TC2 **Weather:**
Grade: **Lane Width:** **Area:** Suburban **Other:** Site 02 (AM)

Cycle No.	Time (sec) between 4th vehicle and...				Veh 1 Lost Time
	7th veh.	8th veh.	9th veh.	10th veh.	
4				16.4	3.1
6	5.6				1.2
7				13.7	3.1
8				16.3	3.7
9				14.0	2.1
10				12.0	3.0
11				12.4	1.8
13				12.5	1.3
14	6.8				2.3
15				14.4	2.3
16		7.2			3.6
17	6.8				2.0
18				15.0	1.6
23	7.5				3.3
27			10.5		2.6
28	5.8				2.9
30	8.2				3.3
40	5.2				5.5
44		8.5			3.3
48				14.2	3.2
50	6.6				2.7
52				12.1	2.0
55			8.7		2.9
57			13.4		1.8
58				15.4	1.9
61		11.6			2.5
Sum	52.5	27.3	32.6	168.4	69.0

Mean Saturation Flow (vph) =

Mean Startup Lost Time (sec) =

Transportation Solutions, Inc.

Saturation Flow Study**Location:** 228th Ave NE & NE 8th St**Approach:** EB **Lane:** Through**Date:** 2/20/2020 **Time:** 4-6 PM **City:** Sammamish, WA**Observer:** TC2 **Weather:****Grade:** **Lane Width:** **Area:** Suburban **Other:** Site 02 (PM)

Cycle No.	Time (sec) between 4th vehicle and...				Veh 1 Lost Time
	7th veh.	8th veh.	9th veh.	10th veh.	
3			8.3		3.8
4	5.4				1.9
5		9.9			2.0
7			9.0		4.2
10	8.2				2.6
15		10.5			1.1
16		8.9			2.2
17			12.4		2.2
21	6.3				1.6
25	5.1				2.2
26		7.0			1.7
27		9.3			1.5
29	6.3				3.3
30			11.0		3.4
34			9.9		4.7
36	6.3				1.3
37			8.9		2.0
38			10.3		2.7
40	7.8				1.4
41	5.7				2.7
44		8.8			2.4
45	6.8				2.7
46		7.8			4.9
47	8.2				3.0
48	7.9				2.8
49	5.6				2.2
51				14.2	2.0
52		7.3			
53			9.2		1.2
54				10.5	2.8
55				11.2	1.0
57				11.8	2.2
58				10.9	0.7
Sum	79.6	69.5	79.0	58.6	76.4

Mean Saturation Flow (vph) = Mean Startup Lost Time (sec) =

Transportation Solutions, Inc.

Saturation Flow Study

Location: 228th Ave SE & Issaquah-Pine Lake Rd SE
 Approach: SB Lane: Through
 Date: 2/20/2020 Time: 7-9 AM City: Sammamish, WA
 Observer: TC2 Weather:
 Grade: Lane Width: Area: Suburban Other: Site 03 (AM)

Cycle No.	Time (sec) between 4th vehicle and...				Veh 1 Lost Time
	7th veh.	8th veh.	9th veh.	10th veh.	
3				11.4	1.9
4				14.1	2.5
5				13.8	4.4
6				10.8	2.0
7	7.5				2.6
8				13.0	3.1
9				11.5	3.0
10				11.5	3.8
11				12.0	1.4
12				12.6	2.8
17				11.3	2.6
18				13.5	4.2
19				11.5	3.6
20				12.8	3.5
22				10.9	2.6
23		9.7			3.9
24				12.5	3.9
26				10.7	2.6
29				11.0	3.1
30				13.0	3.0
31		6.5			1.9
32				15.1	2.1
33			11.0		1.2
34		11.5			1.8
36				12.7	2.9
37				11.9	2.5
38				12.6	1.8
40		9.5			1.8
41				10.7	2.5
42				17.0	3.1
43		10.0			2.3
44				11.5	3.8
46				14.2	0.9
47				12.1	3.6
48		7.5			7.0
49				11.7	2.6
50				16.4	3.6
51				18.3	4.0
52				7.3	4.5
53				12.0	1.1
54				10.7	2.9
56				11.7	2.6
57				13.3	3.0
58				10.9	4.8
Sum	7.5	54.7	11.0	448.0	128.8

Mean Saturation Flow (vph) =

Mean Startup Lost Time (sec) =

Transportation Solutions, Inc.



DAVID EVANS
AND ASSOCIATES INC.

MEMORANDUM

DATE: April 27, 2020
TO: Mike Sugg Sr. Management Analyst, City of Sammamish
FROM: Josh Anderson PE, PTOE
SUBJECT: Response to TSI Transportation Model Audit Findings

Introduction and Background

The Sammamish City Council has requested that Transportation Solutions, Inc. (TSI) conduct an audit of the Sammamish traffic concurrency models. TSI submitted a letter dated March 5, 2020 that outlines their review. The following responds to the Draft TSI findings included in section 6 of their letter. For added context, the City engaged DEA to assist in a model update. The scope of the model update was not to review prior modeling efforts, but to update the Land Use, and changed transportation infrastructure (existing and planned within the next six years), and re-calibrate the existing model to counts collected in 2016. It is our belief that the findings and recommendations in all three categories of the TSI report, if implemented, would not result in the failure of any of the concurrency tests that have been completed to date. However, they should be reviewed and considered at the time of the next model update to improve the ease of use of the model and to improve the stability and responsiveness of the demand and operations models.

Response to Findings

High Priority/Near-Term

Finding HP1: Travel demand model turn capacity and travel time settings may create unrealistic assignment results.

Recommendation HP1: Turn capacities and free flow travel times should be re-evaluated at key access points to arterial corridors. Unrealistic capacity constraints and turn delays should be revised.

DEA Response: We agree that coding of erroneous capacity constraints could affect the validity of the model. However, to fully understand the impact of modifying turn capacities, the models would need to be recalibrated to 2016 counts. Without this recalibration step, it is speculation as to whether the noted turn capacities and travel times are inaccurate. We recommend that future model updates evaluate the need for the suggested edits.

Finding HP2: Field data indicates that the current assumed saturation flow rate of 1,900 vphpl at signalized intersections does not reflect local conditions.

Recommendation HP2: Signalized saturation flow rates should be adjusted to 1,700 vphpl based on local saturation flow data. Alternatively, the WSDOT-recommended value of 1,750 vphpl for urban areas may be used.

DEA Response: The model update process began in June of 2016. The WSDOT guidance from the a 2018 protocol that was not published at the time the models were built, calibrated, or updated. Additional field data is always beneficial when conducting a traffic analysis; however, it would not be prudent to update a citywide metric based on limited observations at only five locations in one corridor. The data leads us to believe that a

Response to TSI Transportation Model Audit Findings

Mike Sugg Sr. Management Analyst, City of Sammamish

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local saturation flow rate study might result in lower saturation flow rates. We recommend that the City collect additional data to confirm that the suggested 1,700 veh/hr/ln is appropriate for citywide use.

Finding HP3: The 2016 PM peak hour travel demand model includes the Sammamish Village development, which was not occupied at the time 2016 turning movement counts were collected in April 2016.

Recommendation HP3: The land use inventory in the 2016 AM and PM travel demand models should be verified to confirm that base year land use represents development which was completed and occupied at the time turning movement counts were collected. The model should be re-run and the origin-destination matrix estimation (ODME) routine should be re-calculated.

DEA Response: After further review, TSI's finding holds merit. We recommend that the existing models be used until such a time where the City wishes to move forward with an update to the City's model. The future model update should confirm and update the land use assumptions for existing and future years in coordination with PSRC and the neighboring Cities of Redmond and Issaquah.

Finding HP4: The Sammamish Town Center concurrency tests (#11 and #12) included a significant share of short trips. These shared trips were already accounted for in the July 12, 2019 STC trip generation memo. This resulted in a double reduction for shared trips.

Recommendation HP4: Modeled trips should be prohibited from pairing with the adjacent Town Center TAZ or the Transpo Group shared trip reduction should be removed to avoid overestimating shared trip reduction associated with the new STC development.

DEA Response: Agreed. To understand the impact of this change, tests #11 and #12 were re-analyzed without removing any of the Transpo Group identified shared trip reduction. This procedure drastically overestimates the external trips as it removes all of the internal trips. This is a very conservative sensitivity test, as some internalization will occur within the Town Center north and south of SE 4th Street. These re-analyzed reports are attached as appendix A and B to this memorandum. The results of each test did not change. Both tests passed the concurrency standards in place at the time of the tests. In our professional opinion, adding back in the double counted internalization reduction would result in no change to published concurrency results.

Finding HP5: The external network and TAZ structure covers a large area, which is difficult to maintain and validate. Coding errors or outdated data in areas outside the Sammamish planning area, which may have significant impacts on the model's forecasting reliability.

Recommendation HP5: The external TAZ and network structure may be reduced, with a single TAZ at each key entry point to the City based on trip equivalents from the PSRC regional model. Baseline external trips should be calibrated to network cordon counts, and future external growth should be modeled consistent with current PSRC travel demand forecasts.

Alternatively, the external TAZ structure may be maintained but existing and future land use inventories should be updated to reflect the latest available data from PSRC and local agencies.

DEA Response: The original Sammamish model structure was not intended for detailed assessment of areas outside of the City of the Sammamish. We concur that this recommendation should be considered during future model updates to potentially reduce the complexity of the model structure and modeling processes. However, the intent of the larger model network was to allow vehicle trips on corridors like I-90 and SR 202 to dynamically respond to growth in the areas surrounding the City of Sammamish. If the modeled network were drastically reduced, the ability for the model to dynamically respond would be eliminated.

Finding HP6: The trip generation workbook used by the travel demand models include important assumptions related to diverted trips, travel demand management/peak spreading, external land use, external trip scaling, and trip balancing. These assumptions were first developed by Mike Birdsall in the late 1990s.

Response to TSI Transportation Model Audit Findings

Mike Sugg Sr. Management Analyst, City of Sammamish

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Recommendation HP6: City staff should coordinate a trip generation training course with Mike Birdsall, who developed the initial travel demand model workbook and understands the methods and assumptions therein. The workbook should then be updated where necessary to align with current data, best practices, and engineering judgment. By establishing a clear understanding of trip generation inputs, assumptions, and methods, City and consulting staff can apply the travel demand model more effectively.

DEA Response: Agreed.

Medium Priority/Medium-Term

Finding MP1: Travel demand model link lengths (link attribute “Length”) are sometimes less than the measured polyline length (link attribute “LengthDir”).

Recommendation MP1: Link length should be set to automatically update to match the direct link length.

DEA Response: We concur that in some locations, the link length could be updated. In other locations, the link length was intentionally edited to account for roadways that are not linear (as they are when modeled in VISUM). This really comes down to a preference by the modeler and has very little, if any, impact to the validity of the model.

Finding MP2: Intersection LOS models assumed some unserved demand at the intersections of SR 202 & Sahalee Way and SR 202 & 198th Ave NE. Latent demand assumptions are not documented.

Recommendation MP2: Unserved demand assumptions should be documented.

DEA Response: Unfortunately, through project development and responding to various council requests, the documentation process was not completed to meet very tight deadlines and available budgets. We agree that with future model updates, more thorough documentation should be included.

Finding MP3: Intersection LOS analysis is currently based on an observed system-wide peak hour. This approach may underestimate delay at some intersections.

Recommendation MP3: For the purposes of concurrency and long-range planning, intersection LOS models should use local peak hour volumes at each intersection. This represents a more conservative approach than the current system-wide peaking method.

DEA Response: City Code section 14A.05.010, defines what peak hour to use for analysis within the City of Sammamish. While this use of individual intersection peak hours may be a slightly more conservative approach, it drastically complicates the analysis procedures when a demand model is being used to forecast future year volumes. Additionally, using individual intersection peak hours is unlikely to result in different mitigation requirements.

Finding MP4: Current Synchro models use a mixture of HCM2010 and HCM2000 methodologies.

Recommendation MP4: Synchro models should be updated to use HCM 6th Edition methodologies, consistent with the WSDOT August 2018 “Synchro & SimTraffic Protocol.”

DEA Response: The model update process began in June of 2016. The August 2018 Synchro & SimTraffic Protocol was published after the City’s model re-calibration in 2016. Furthermore, the HCM 6th Edition was not even released until October of 2016.

Finding MP5: The current Synchro and Sidra models apply Peak Hour Factor (PHF) by intersection approach.

Recommendation MP5: PHF should be input per-intersection, consistent with the WSDOT August 2018 “Synchro & SimTraffic Protocol.”

Response to TSI Transportation Model Audit Findings

Mike Sugg Sr. Management Analyst, City of Sammamish

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DEA Response: The model update process began in June of 2016. Again, the August 2018 Synchro & SimTraffic Protocol was published after the City’s model re-calibration in 2016. This change is unlikely to result in different mitigation requirements. We recommend City staff make a determination on how to apply PHF’s and adopt that determination into the City Code. In general, the use of peak hour factors by approach is also more conservative than using a common intersection peak hour factor.

Finding MP6: Sidra model roundabout geometry inputs are incorrect for several locations.

Recommendation MP6: Roundabout inputs should be reviewed for accuracy regarding lane width, circulating width, island diameter, and entry radius. WSDOT recommended inputs may be applied for entry radius.

DEA Response: Agreed. This recommendation could be implemented immediately. Implementation of this recommendation is not expected to drastically change the results of the roundabout analysis.

Finding MP7: Sidra models include inconsistent application of the Environmental Factor input.

Recommendation MP7: WSDOT-recommended Environmental Factor values should be applied.

DEA Response: Agreed. This recommendation could be implemented immediately. Implementation of this recommendation is not expected to drastically change the results of the roundabout analysis.

Low Priority/Optional

Finding LP1: The travel demand models do not currently include name labels for Link Types.

Recommendation LP1: Names should be assigned to the travel demand model Link Types.

DEA Response: We agree that the addition of a new and transparent Link Type naming convention could help model reviewers, but we do not feel it necessarily improves the model application accuracy. We recommend that the City defer implementation of this method until the next major model update.

Finding LP2: The travel demand model does not have a procedure for defining lanes based on Link Type.

Recommendation LP2: The model procedure should include a step for defining the number of lanes based on Link Type.

DEA Response: We believe this is a modeling preference that does not necessarily improve model application accuracy. The City’s VISUM model was converted from an historical “T-model” structure and software. During this conversion, the Link Types were created. A list of link types can be displayed within the VISUM user interface for reference when reviewing or editing links. See below for an example.

Number	No	Name	Strict	Rank	TSysSet	NumLanes	CapPrT	V0PrT	VMinPrT	VMax_PrT Sys(C)	VDef_PuT Sys(W)
11	10		<input type="checkbox"/>	2	C	2	1800	40mph	0mph	124mph	2mph
12	11		<input type="checkbox"/>	2	C	2	2000	50mph	0mph	124mph	2mph
13	12		<input type="checkbox"/>	2	C	2	2200	55mph	0mph	124mph	2mph
14	13		<input type="checkbox"/>	2	C	2	2200	55mph	0mph	124mph	2mph
15	14		<input type="checkbox"/>	2	C	2	2200	55mph	0mph	124mph	2mph
16	15		<input type="checkbox"/>	2	C	2	1800	40mph	0mph	124mph	2mph
17	16		<input type="checkbox"/>	2	C	2	2000	55mph	0mph	124mph	2mph
18	17		<input type="checkbox"/>	2	C	2	2200	60mph	0mph	124mph	2mph
19	18		<input type="checkbox"/>	2	C	2	2200	55mph	0mph	124mph	2mph

Finding LP3: Transportation improvement project assumptions outside Sammamish are not documented.

Recommendation LP3: The external travel demand model network should be simplified, with external trips linked to PSRC regional growth forecasts. This eliminates the need for regional network maintenance.

DEA Response: Unfortunately, through project development and responding to various council requests, the documentation process was not completed to meet very tight deadlines and available budgets. We agree that

Response to TSI Transportation Model Audit Findings

Mike Sugg Sr. Management Analyst, City of Sammamish

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with future model updates, more thorough documentation should be included. The Sammamish model was not intended to be used for areas outside of the City of the Sammamish. We concur with this recommendation should be considered during future model updates to reduce the complexity of the model.

Finding LP4: Given the travel demand model's implementation of diverted trips, the use of select zone analysis plots in concurrency reports may not display the full travel demand impact of a given development.

Recommendation LP4: For concurrency reporting, it is recommended to include network difference (i.e. without- vs. with-project) link volume plots which will display the full volume impacts of a given development.

DEA Response: Agreed. The intent of the flow bundle plots was not to identify the full impacts of concurrency tests #11 and #12. The applicant requested flow bundle plots to assist with trip distribution for their future SEPA analysis.

Finding LP5: The transportation improvement projects assumed for concurrency testing were modified per council direction starting with Concurrency Test #13.

Recommendation LP5: Transportation improvement projects in the concurrency models should include only projects which are funded, or which council and/or staff have determined to be reasonably likely to be funded and built within a six-year horizon. Improvement assumptions should be clearly documented.

DEA Response: Agreed. This recommendation has been included since Test #13.

APPENDIX A: Updated Concurrency Test #11



DAVID EVANS
AND ASSOCIATES INC.

Technical Memorandum

DATE: March 5, 2020

TO: Steven Chen, P.E.
Traffic Engineering Manager
City of Sammamish
801 – 228th Avenue SE
Sammamish, WA 98075-9509

FROM: Josh Anderson, P.E., PTOE
Senior Traffic Engineer

SUBJECT: Concurrency Report, Test #11

PROJECT: Sammamish Concurrency Management

PROJECT NO.: COSA0000-0018

COPIES: File

Attached is the **updated** concurrency analysis and other information for development application for TCR: 2019-00271. The adopted 2020-2025 TIP has been included since Test #10. The application results in the removal of 4 single family homes, and the construction of 357 multi-family units, 3,900 sq. ft. of high-turnover restaurant, 22,100 sq. ft. of quality restaurant, and 56,000 sq. ft. of retail. . In aggregate, and after pass-by reductions, **without discounting trip internalization** the test results in the DEA calculated ITE trip generation of 227 AM peak hour and 427 PM peak hour trips within the Sammamish city limits.

Information for Concurrency Review of Current Development Applications

- Updated Concurrency Test Report (1 page) – summary of results.
- Updated Concurrency Intersection Analysis (1 page).
- Updated Concurrency Segment and Corridor Analysis (2 pages).

Additional Information for Concurrency Management

- Updated Cumulative Development Totals (1 page) – running total of concurrency cases.
- Updated AM Peak Land Use and Trip Generation Summary for Concurrency Test #11 (3 pages).
- Updated PM Peak Land Use and Trip Generation Summary for Concurrency Test #11 (3 pages).

Updated Concurrency Test Report for

New Application: TCR2019-00271

Sammamish Concurrency Application Traffic Model File: Concurrency Test #11

Development Case

This Concurrency Test #11 includes one new development application since the previous Concurrency Test #10

In aggregate, this test includes the following developments within the Sammamish city limits:

- removal of 4 single family homes,
- addition of 357 new multi-family homes,
- addition of 3,900 sq. ft. of high-turnover restaurant,
- addition of 22,100 sq. ft. of quality restaurant, and
- addition of 56,000 sq. ft. of retail.

The DEA calculated ITE Trip Generation, increases by **227 AM peak hour trips and 427 PM peak hour trips** for the tested development without discounting the trip internalization included in the application.

Changes Updated in Models and Concurrency System:

The following changes were added to the Citywide Pipeline Travel Demand Forecasting Model, SYNCHRO model, and/or the concurrency system:

- Inclusion of the 2020-2025 TIP project list (as of test #10),
- Update of the Pipeline analysis year to 2025 (as of test #10), and
- Update of the land use and trip generation in the system (as of Test #11).

Concurrency Evaluation: PASS

Model Basis: The above concurrency test developments were added into the 2025 Citywide VISUM Pipeline Travel Demand Forecasting Model (pared with the 2016 base model) that incorporated Concurrency Test #10.

Link Standard: The City of Sammamish has developed their own methodology for calculating v/c, the methodology is being called "HCM modified". No roadway segment may exceed an HCM modified v/c of 1.40 in either the AM or PM analysis hours. No roadway corridor may exceed an HCM modified v/c or 1.10 in either the AM or PM analysis hours.

Intersection Standard: No intersection Level of Service (LOS) may fall below C (or D on Principal Arterials, or E where Principal Arterials intersect). Stop-controlled and signal-controlled intersections were evaluated using the SYNCHRO program, and roundabouts were evaluated using the aaSIDRA program with the *Highway Capacity Manual* (HCM) 2010 methodology except where unsignalized intersections have two stage left turns (these intersections were analyzed using HCM 2000 methodologies). There are no failures at Sammamish intersections for this current test.

Volumes are from the 2025 Pipeline Model paired with the 2016 base model

3/5/2020

Land Use = Concurrency Test #11
 Forecast Year = 2025
 Road System = 2025

CP No.	Intersection	LOS Standard	Traffic Control	AM School Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
				Delay	LOS	Delay	LOS
1	Issaquah-Pine Lk Rd & SE 48th St	D	Signal	27.1	C	14.0	B
2	228th Ave NE & NE 12th Pl	D	Signal	16.6	B	8.6	A
3	Klahanie Dr SE & SE Issaquah Fall City Rd	D	RAB	10.0	A	8.6	A
4	244th Ave SE & SE 24th St	C	2-Way Stop	23.9	C	15.6	C
5	SE 32nd St & 244th Ave SE	C	4-Way Stop	17.0	C	19.9	C
6	Issaquah-Pine Lk Rd & SE 32nd Way	D	RAB	6.7	A	7.6	A
7	228th Ave SE & SE 40th St *	D	2-Way Stop	20.3	C	23.9	C
8	SE Klahanie Blvd & 256th Ave SE	C	4-Way Stop	18.3	C	15.7	C
9	247th Pl SE & SE Issaquah Fall City Rd (Pacific Cascade Middle School)	D	RAB	7.3	A	5.8	A
10	Sahalee Way NE & NE 36th St	D	Signal	13.9	B	11.2	B
11	242nd Ave NE & NE 8th St	C	Signal	24.6	C	11.6	B
12	228th Ave SE & SE 8th St	D	Signal	13.7	B	18.6	B
13	228th Ave NE & NE 19th Dr	D	Signal	10.4	B	6.6	A
14	216th Ave NE & NE Inglewood Hill Rd	C	RAB	6.4	A	8.9	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th St	D	Signal	30.2	C	24.8	C
16	228th Ave NE & NE 4th St	E	Signal	35.0	C	24.9	C
17	228th Ave SE & SE 4th St	E	Signal	19.1	B	24.6	C
18	212th Ave SE & SE 8th St	C	2-Way Stop	13.3	B	16.0	C
19	228th Ave SE & SE 16th St	D	Signal	11.2	B	8.8	A
20	E Lk Sammamish Pkwy & 212th Way SE	C	Signal	5.4	A	4.3	A
21	E Lk Sammamish Pkwy & SE 24th Way *	C	2-Way Stop	12.0	B	14.8	B
22	212th Ave SE & SE 20th St	C	4-Way Stop	10.6	B	12.9	B
23	E Lk Sammamish Pkwy & Louis Thompson Rd	C	Signal	9.8	A	10.3	B
24	E Lk Sammamish Pkwy & Inglewood Hill Rd	C	Signal	26.0	C	30.8	C
25	Sahalee Way NE & NE 37th Way	D	Signal	21.0	C	11.7	B
26	NE 8th St & 244th Ave NE	C	RAB	5.0	A	4.7	A
27	228th Ave SE & SE 20th St	D	Signal	11.3	B	14.7	B
28	228th Ave SE & SE 24th St	E	Signal	17.7	B	35.4	D
29	228th Ave SE & Issaquah-Pine Lk Rd	E	Signal	30.9	C	40.9	D
30	Issaquah-Pine Lk Rd & SE Klahanie Blvd	D	Signal	27.3	C	26.1	C
31	Duthie Hill Rd & Issaquah Beaver Lake Rd	D	Signal	42.3	D	14.5	B
32	256th Ave SE/E Beaver Lake Dr SE & Issaquah Beaver Lake Rd	C	RAB	7.0	A	5.6	A
33	228th Ave NE & NE 14th St	D	Signal	7.6	A	7.9	A
34	228th Ave NE & NE 25th Way	D	Signal	23.5	C	11.9	B
35	Issaquah-Pine Lk Rd & SE 42nd St	D	Signal	19.4	B	8.9	A
36	Issaquah-Pine Lk Rd & 230th Lane SE/231st Lane SE	D	Signal	16.0	B	12.8	B
37	NE 28th Pl/223rd Ave NE & Sahalee Way NE	D	Signal	13.1	B	5.8	A
38	Issaquah-Pine Lk Rd & SE 47th Way/238th Way SE	D	Signal	12.6	B	15.3	B
39	233rd Ave NE & NE 8th St	C	RAB	6.6	A	3.8	A
40	228th Ave SE & E Main St	D	Signal	4.4	A	4.8	A
41	244th Ave NE & E Main Dr	C	RAB	5.4	A	4.9	A
42	Duthie Hill Rd & Trossachs Blvd SE	D	Signal	32.8	C	24.7	C
43	228th Ave SE & SE 10th St (Skyline)	D	Signal	7.3	A	6.0	A

NOTE: * Intersection configurations require the use of HCM2000 methodologies to adequately present the operations of the two-stage left-turns from the minor approach.

Concurrency Test #11 - Updated with TSI internal capture recommendations on 3/5/2020									
2025 HCM Modified Methodology									
Segment*	AM Volume	PM Volume	Capacities		AM V/C	PM V/C	AM	PM	Corridor ≤1.1 Segment ≤1.4
			2025 HCM Mod	2025 HCM Mod	2025 HCM Mod				
East Lake Sammamish Parkway North Corridor			NB			1.52	0.81	Fail	Pass
			SB			0.54	1.64	Pass	Fail
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB 1,143 608		705		1.62	0.86	Fail	Pass
		SB 445 1,301				0.63	1.84	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB 1,197 639		705		1.70	0.91	Fail	Pass
		SB 386 1,231				0.55	1.75	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB 1,200 652		969		1.24	0.67	Pass	Pass
		SB 435 1,274				0.45	1.31	Pass	Pass
East Lake Sammamish Parkway Central Corridor			NB			0.62	0.67	Pass	Pass
			SB			0.50	0.77	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB 667 538		943		0.71	0.57	Pass	Pass
		SB 381 759				0.40	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB 406 476		705		0.58	0.67	Pass	Pass
		SB 360 556				0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB 366 542		705		0.52	0.77	Pass	Pass
		SB 405 500				0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor			NB			0.51	1.01	Pass	Pass
			SB			0.87	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB 355 567		881		0.40	0.64	Pass	Pass
		SB 490 544				0.56	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB 445 922		749		0.59	1.23	Pass	Pass
		SB 798 606				1.07	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor			NB			1.08	0.61	Pass	Pass
			SB			0.51	0.97	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB 1,386 576		1,060		1.31	0.54	Pass	Pass
		SB 492 1,182				0.46	1.12	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB 1,166 568		1,060		1.10	0.54	Pass	Pass
		SB 504 1,078				0.48	1.02	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB 1,142 558		1,060		1.08	0.53	Pass	Pass
		SB 484 1,041				0.46	0.98	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB 1,049 587		1,060		0.99	0.55	Pass	Pass
		SB 478 922				0.45	0.87	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB 813 843		1,060		0.77	0.79	Pass	Pass
		SB 694 884				0.66	0.83	Pass	Pass
228th Avenue Central Corridor			NB			0.59	0.72	Pass	Pass
			SB			0.59	0.71	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB 832 950		987		0.84	0.96	Pass	Pass
		SB 871 937				0.88	0.95	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB 914 1,117		1,896		0.48	0.59	Pass	Pass
		SB 991 1,148				0.52	0.61	Pass	Pass
16	228th Ave, Main St - SE 8th St	NB 1,005 1,183		1,896		0.53	0.62	Pass	Pass
		SB 791 1,261				0.42	0.66	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB 962 1,360		1,896		0.51	0.72	Pass	Pass
		SB 1,043 1,265				0.55	0.67	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St	NB 1,130 1,421		1,896		0.60	0.75	Pass	Pass
		SB 1,125 1,356				0.59	0.72	Pass	Pass
228th Avenue South Corridor			NB			0.59	0.88	Pass	Pass
			SB			0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE ⁴	NB 1,200 1,511		1,949		0.62	0.78	Pass	Pass
		SB 1,212 1,420				0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB 529 1,001		969		0.55	1.03	Pass	Pass
		SB 856 606				0.88	0.63	Pass	Pass
244th Avenue North Corridor			NB			0.36	0.41	Pass	Pass
			SB			0.44	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB 319 340		881		0.36	0.39	Pass	Pass
		SB 318 365				0.36	0.41	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB 341 401		881		0.39	0.45	Pass	Pass
		SB 486 390				0.55	0.44	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB 365 329		925		0.39	0.36	Pass	Pass
		SB 295 373				0.32	0.40	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB 196 380		881		0.22	0.43	Pass	Pass
		SB 395 301				0.45	0.34	Pass	Pass
NE Inglewood Hill Road Corridor			EB			0.28	0.85	Pass	Pass
			WB			0.75	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB 241 756		705		0.34	1.07	Pass	Pass
		WB 665 325				0.94	0.46	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB 221 550		1,013		0.22	0.54	Pass	Pass
		WB 477 323				0.47	0.32	Pass	Pass

	Segment*	AM Volume	PM Volume	Capacities		AM V/C	PM V/C	AM	PM
				2025 HCM Mod	2025 HCM Mod	2025 HCM Mod	Corridor ≤1.1 Segment ≤1.4		
	NE 8th Street Corridor					0.33	0.53	Pass	Pass
						0.44	0.36	Pass	Pass
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	375	592	1,013		0.37	0.58	Pass	Pass
		456	378			0.45	0.37	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	235	431	925		0.25	0.47	Pass	Pass
		387	321			0.42	0.35	Pass	Pass
	SE 8th Street Corridor					0.28	0.44	Pass	Pass
						0.65	0.34	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	262	410	925		0.28	0.44	Pass	Pass
		603	312			0.65	0.34	Pass	Pass
	Issaquah-Pine Lake Road Corridor					0.97	0.82	Pass	Pass
						0.54	1.04	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ⁵	432	844	943		0.46	0.90	Pass	Pass
		513	639			0.54	0.68	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	528	789	943		0.56	0.84	Pass	Pass
		682	772			0.72	0.82	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	503	1,034	943		0.53	1.10	Pass	Pass
		1,070	760			1.13	0.81	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46 th St - SE 48 th St	500	1,236	943		0.53	1.31	Pass	Pass
		1,104	715			1.17	0.76	Pass	Pass
	SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor					0.34	0.63	Pass	Pass
						0.52	0.44	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	261	540	749		0.35	0.72	Pass	Pass
		474	358			0.63	0.48	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	221	452	705		0.31	0.64	Pass	Pass
		328	278			0.46	0.39	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	274	482	705		0.39	0.68	Pass	Pass
		399	369			0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	256	304	881		0.29	0.35	Pass	Pass
		288	298			0.33	0.34	Pass	Pass
	Issaquah-Fall City Road Corridor					0.26	0.84	Pass	Pass
						0.80	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ⁵	540	1,498	1,772		0.30	0.85	Pass	Pass
		1,378	780			0.78	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE - Klahanie Dr SE	165	1,418	1,861		0.09	0.76	Pass	Pass
		1,463	727			0.79	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	250	974	925		0.27	1.05	Pass	Pass
		818	531			0.88	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	226	586	881		0.26	0.67	Pass	Pass
		700	291			0.79	0.33	Pass	Pass
	Duthie Hill Road Corridor					0.36	1.02	Pass	Pass
						0.96	0.67	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE	286	845	725		0.39	1.17	Pass	Pass
		800	549			1.10	0.76	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶	292	792	906		0.32	0.87	Pass	Pass
		738	524			0.81	0.58	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.



DAVID EVANS
AND ASSOCIATES INC.

**CONCURRENCY SYSTEM
MONITORING REPORT
UPDATED CONCURRENCY TEST #11**

March 5, 2020

Cumulative Development Totals

UPDATED CUMULATIVE DEVELOPMENT TOTALS

City of Sammamish Concurrency Management System with Concurrency Test #11

BASE = 2016 Travel Demand Model Update

Total Land Use and Trips (summary)

Concurrency Case	Dwellings (SF + MF)	Commercial Bldgs (1000sf)	Minor Generators (mixed measures)	Trip Generation (PM Peak Hour)
2016 Base	23,313	3,367	1,069	37,477
Cumulative Growth Totals	330	299	1	634
Concurrency Future Totals	23,642	3,666	1,069	38,111

Total Land Use and Trips (details)

Concurrency Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park & Ride spaces	Trips - Total (PM Peak Hour)
2016 Base	19,850	3,463	724	122	21	162	2,338	70	680	319	37,477
Cumulative Growth Totals	(30)	360	56	-	-	26.5	217	1	-	-	634
Concurrency Future Totals	19,819	3,823	780	122	21	189	2,555	70	680	319	38,111

Cumulative Growth of Trips from 2016 Base

Concurrency Test Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park & Ride spaces	Trips - Total (PM Peak Hour)	PM Peak Hour Trip - Increase from Base
ConCur#36	1	-	-	-	-	0.5	27.0	0.5	-	-	27	27
ConCur#1	10	-	-	-	-	-	-	-	-	-	9	36
ConCur#2	-	-	-	-	-	-	-	-	1.0	-	1	37
ConCur#3	1	-	-	-	-	-	63.0	-	-	-	90	127
ConCur#4	3	-	-	-	-	-	-	-	-	-	3	130
ConCur#5	3	-	-	-	-	-	-	-	-	-	3	133
ConCur#6	1	-	-	-	-	-	-	-	-	-	1	134
ConCur#7	1	-	-	-	-	-	-	-	-	-	1	135
ConCur#8	(3)	-	-	-	-	-	138.8	-	-	-	97	232
ConCur#9	2	-	-	-	-	-	-	-	-	-	2	234
ConCur#10	(45)	3	-	-	-	-	(12.0)	-	(1.0)	-	(26)	208
ConCur#11	(4)	357	56.0	-	-	26.0	-	-	-	-	426	634
Cumulative Growth Totals	(30)	360	56.0	-	-	26.5	216.8	0.5	-	-		634

Source: Land Use and Trip Generation workbook for each test case. The land uses before Case Concur#36 were all incorporated in 2016 Base.

Trip generation is for PM Peak Hour, at Traffic Analysis Zones within City of Sammamish

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,578	382	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,977	252	123	251	319
Sammamish SE	4	4,826	267	933	210	0
Klah-FCRd	5	4,876	124	298	239	0
Subtotal		22,681	1,285	2,402	846	319

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
2,749	2,007	4,756
1,899	3,099	4,998
1,390	1,257	2,647
2,428	3,369	5,797
1,933	1,752	3,685
10,399	11,484	21,883

City of Sammamish		Trip Generation by Land Use Type										
		Dwellings		Commercial Generators					Minor Generators			Totals
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRett 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActvLand Equiv Trips	Park/Ride spaces	
Quantity	18,882	3,799	863	124	28	181	89	1,284.7	2,402	846	319	
Overall Trip Rate	0.60	0.40	0.29	1.16	0.78	1.52	3.82		2.85	1.00	0.74	
Overall Trips	11,389	1,524	252	145	22	275	338	1032	6,856	846	236	21,883

Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones. Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size, and pass-by reductions. Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model. Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region). Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied: (Retail rate formula varies exponentially with size)

Trip purposes represent the following directional movements:

(a) Work-Based Trip Purposes, by direction:

From Home to work = commute trips without stops, discounted for park&ride trips.

Includes 6% work-home trips in reverse direction to dominant commute flow.

From Home to Other = trips from home to other destinations, before continuing to work

From Other to work = trips from the non-home destinations of purpose (2) to work

From home to Park/Ride = From homes to Issaquah Park&Ride and Redmond Park&Ride.

Non-home-based = personal and commercial vehicle trips, to/from locations which are not the driver's home.

(b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.

From Home to Local Other = Shorter trips in the community around the residential zone.

From Local Other to Home = Shorter trips in the community around the residential zone.

From Home to Regional Other = Longer trips outside the local community.

From Regional Other to Home = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.60	74%
Multi Family	dwelling	0.40	79%
Retailover 1,00,000 sf	1000 sf	0.82	40%
Retailexample at 400,000 sf	1000 sf	0.95	40%
Retailexample at 100,000 sf	1000 sf	1.29	40%
Retailexample at 20,000 sf	1000 sf	1.39	40%
Retail under 8,300 sf	1000 sf	2.70	40%
Office	1000 sf	1.16	13%
Industrial	1000 sf	0.78	39%
Social Retail	1000 sf	1.52	59%
Schools, Churches	1000 sf	2.85	48%
Med-Dental	1000 sf	3.82	26%
Active Land	trip equivalents	1.00	20%
Park&Ride	space	0.74	5%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes.

Do not compare to land use, nor to region-wide trip generation data from other sources.

NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location		
		Total Dwellings	Comm) 1000 sf	Schl/Chrch 1000 sf	Acti/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals
Sammamish NW	1	6,578	382	144	40	0	2,749	2,007	4,756
Sammamish NE	2	3,424	260	904	106	0	1,899	3,099	4,998
Sammamish SW	3	2,977	252	123	251	319	1,390	1,257	2,647
Sammamish SE	4	4,826	267	933	210	0	2,428	3,369	5,797
Klah-FCRd	5	4,876	124	298	239	0	1,933	1,752	3,685
SR202Edge	6	620	197	10	47	0	329	387	716
Issaquah	60	15,560	13,780	1,109	0	1,400	9,542	16,718	26,260
Redmond	70	35,208	39,932	782	823	500	10,402	15,044	25,446
Other areas	80-200	1,618,010	887,929	0	0	0	88,201	108,689	196,890
Totals		1,692,078	943,123	4,282	1,716	2,219	118,873	152,322	271,195
City of Sammamish Subtotal		22,681	1,285	2,402	846	319	10,399	11,484	21,883
Sammamish+Growth Area Subtotal		23,301	1,482	2,411	893	319	10,728	11,871	22,599

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	1,173	411	1,584	1,774	1,123	2,897	238	37	275	3,185	1,571	4,756
Sammamish NE	2	709	685	1,394	1,743	1,401	3,144	437	23	460	2,889	2,109	4,998
Sammamish SW	3	546	279	825	880	648	1,528	212	82	294	1,638	1,009	2,647
Sammamish SE	4	957	692	1,649	2,095	1,518	3,613	503	32	535	3,555	2,242	5,797
Klah-FCRd	5	864	280	1,144	1,401	925	2,326	200	15	215	2,465	1,220	3,685
SR202Edge	6	117	116	233	222	194	416	51	16	67	390	326	716
Issaquah	60	2,859	5,353	8,212	6,424	8,167	14,591	1,576	1,881	3,457	10,859	15,401	26,260
Redmond	70	3,941	6,936	10,877	5,244	6,776	12,020	1,052	1,497	2,549	10,237	15,209	25,446
Other areas	80-93	27,460	31,608	59,068	10,492	11,239	21,731	1,413	2,073	3,486	39,365	44,920	84,285
Totals		78,801	78,801	157,602	43,146	43,146	86,292	7,092	7,092	14,184	129,039	129,039	258,078
City of Sammamish Subtotal		4,249	2,347	6,596	7,893	5,615	13,508	1,590	189	1,779	13,732	8,151	21,883
Sammamish+Growth Area Subtotal		4,366	2,463	6,829	8,115	5,809	13,924	1,641	205	1,846	14,122	8,477	22,599

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

Trip End Summary for Work-Related Trip Purposes

AREA NAME	CODE	HM-WK ORIG1	HM-WK DEST1	WK-DVT ORIG2	WK-DVT DEST2	DVT-HM ORIG3	DVT-HM DEST3	HM-PKRD ORIG9	HM-PKRD DEST9	Totals Origins	Totals Destin's
Sammamish NW	1	1,131	365	5	28	37	18	0	0	1,173	411
Sammamish NE	2	591	653	10	22	108	10	0	0	709	685
Sammamish SW	3	525	186	0	5	21	5	0	83	546	279
Sammamish SE	4	835	659	10	20	112	13	0	0	957	692
Klah-FCRd	5	821	247	4	10	39	23	0	0	864	280
SR202Edge	6	103	104	3	12	11	0	0	0	117	116
Issaquah	60	2,387	4,654	136	265	333	67	3	367	2,859	5,353
Redmond	70	3,417	6,517	305	184	208	104	11	131	3,941	6,936
Other areas	80-200	62,262	58,687	2,601	2,528	2,205	2,834	567	0	67,635	64,049
Totals		72,072	72,072	3,074	3,074	3,074	3,074	581	581	78,801	78,801
City of Sammamish Subtotal		3,903	2,110	29	85	317	69	0	83	4,249	2,347
Sammamish+Growth Area Subtotal		4,006	2,214	32	97	328	69	0	83	4,366	2,463

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary for Home-Based Trip Purposes

AREA NAME	CODE	H-LOCL ORIG4	H-LOCL DEST4	LOCL-HM ORIG5	LOCL-HM DEST5	HM-REG'L ORIG7	HM-REG'L DEST7	REG'L-HM ORIG8	REG'L-HM DEST8	Totals Origins	Totals Destin's
Sammamish NW	1	1,484	269	262	827	28	0	0	27	1,774	1,123
Sammamish NE	2	772	954	954	430	17	0	0	17	1,743	1,401
Sammamish SW	3	701	242	170	398	9	0	0	8	880	648
Sammamish SE	4	1,103	882	975	620	17	0	0	16	2,095	1,518
Klah-FCRd	5	1,040	333	330	564	31	0	0	28	1,401	925
SR202Edge	6	143	113	78	80	1	0	0	1	222	194
Issaquah	60	2,845	6,534	3,383	1,439	90	114	106	80	6,424	8,167
Redmond	70	2,372	5,489	2,708	1,134	80	89	84	64	5,244	6,776
Other areas	80-200	16,578	12,222	5,576	8,944	590	660	619	568	23,363	22,394
Totals		27,038	27,038	14,436	14,436	863	863	809	809	43,146	43,146
City of Sammamish Subtotal		5,100	2,680	2,691	2,839	102	0	0	96	7,893	5,615
Sammamish+Growth Area Subtotal		5,243	2,793	2,769	2,919	103	0	0	97	8,115	5,809

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,471	366	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,977	252	123	251	319
Sammamish SE	4	4,826	267	916	210	0
Klah-FCRd	5	4,876	124	381	239	0
Subtotal		22,574	1,269	2,467	846	319

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
4,927	3,038	7,965
2,606	3,025	5,631
2,357	1,770	4,127
3,709	3,175	6,884
3,530	1,830	5,360
17,129	12,838	29,967

City of Sammamish		Trip Generation by Land Use Type										
		Dwellings		Commercial Generators					Minor Generators			
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRetl 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces	
Quantity	18,880	3,694	828	124	28	199	89	1,268.6	2,467	846	319	
Overall Trip Rate	0.92	0.56	7.13	1.47	0.88	5.23	3.41		0.80	1.00	0.75	
Overall Trips	17,359	2,085	5,911	182	25	1,042	302	7462	1,976	846	239	29,967

Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones. Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size, and pass-by reductions. Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model. Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region). Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied: (Retail rate formula varies exponentially with size)

Trip purposes represent the following directional movements:

(a) Work-Based Trip Purposes, by direction:

From Work to Home = commute trips without stops, discounted for park&ride trips. Includes 6% home-work trips in reverse direction to dominant commute flow.
From Work to Other = trips from worksites to other destinations, before continuing home.
From Other to Home = trips from the non-home destinations of purpose (2) to home
From Park/Ride to Home = From Issaquah Park&Ride and Redmond Park&Ride, to homes.
Non-home-based = personal and commercial vehicle trips, to/from locations which are not the driver's home.

(b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.
From Home to Local Other = Shorter trips in the community around the residential zone.
From Local Other to Home = Shorter trips in the community around the residential zone.
From Home to Regional Other = Longer trips outside the local community.
From Regional Other to Home = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.92	35%
Multi Family	dwelling	0.56	33%
Retailover 1,00,000 sf	1000 sf	3.64	51%
Retailexample at 400,000 sf	1000 sf	4.24	51%
Retailexample at 100,000 sf	1000 sf	5.72	51%
Retailexample at 20,000 sf	1000 sf	6.20	51%
Retail under 8,300 sf	1000 sf	12.00	51%
Office	1000 sf	1.47	76%
Industrial	1000 sf	0.88	81%
Social Retail	1000 sf	5.23	51%
Schools, Churches	1000 sf	0.80	62%
Med-Dental	1000 sf	3.41	57%
Active Land	trip equivalents	1.00	41%
Park&Ride	space	0.75	87%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes. Do not compare to land use, nor to region-wide trip generation data from other sources.
NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location		
		Total Dwellings	Comm'l 1000 sf	Schl/Chrch 1000 sf	Actv/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals
Sammamish NW	1	6,471	366	144	40	0	4,927	3,038	7,965
Sammamish NE	2	3,424	260	904	106	0	2,606	3,025	5,631
Sammamish SW	3	2,977	252	123	251	319	2,357	1,770	4,127
Sammamish SE	4	4,826	267	916	210	0	3,709	3,175	6,884
Klah-FCRd	5	4,876	124	381	239	0	3,530	1,830	5,360
SR202Edge	6	620	197	10	47	0	478	1,306	1,784
Issaquah	60	15,560	13,780	1,109	0	1,400	9,603	39,624	49,227
Redmond	70	35,208	39,932	762	823	500	10,580	34,700	45,280
Other areas	80-200	1,618,010	887,929	0	0	0	171,723	241,136	412,859
Totals		1,691,971	943,107	4,348	1,716	2,219	209,513	329,604	539,117
City of Sammamish Subtotal		22,574	1,269	2,467	846	319	17,129	12,838	29,967
Sammamish+Growth Area Subtotal		23,194	1,466	2,477	893	319	17,607	14,144	31,751

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	332	2,322	2,654	2,336	1,967	4,303	539	469	1,008	3,207	4,758	7,965
Sammamish NE	2	329	1,278	1,607	1,750	1,481	3,231	422	371	793	2,501	3,130	5,631
Sammamish SW	3	452	1,121	1,573	1,120	955	2,075	255	224	479	1,827	2,300	4,127
Sammamish SE	4	336	1,771	2,107	2,153	1,787	3,940	446	391	837	2,935	3,949	6,884
Klah-FCRd	5	165	1,617	1,782	1,678	1,371	3,049	289	240	529	2,132	3,228	5,360
SR202Edge	6	206	302	508	425	417	842	224	210	434	855	929	1,784
Issaquah	60	12,546	6,491	19,037	9,365	10,216	19,581	5,288	5,321	10,609	27,199	22,028	49,227
Redmond	70	19,687	7,774	27,461	5,592	6,641	12,233	2,681	2,905	5,586	27,960	17,320	45,280
Other areas	80-93	78,020	62,531	140,551	12,482	12,870	25,352	4,410	4,562	8,972	94,912	79,963	174,875
Totals		182,097	182,097	364,194	62,303	62,303	104,606	18,712	18,712	37,424	253,112	253,112	506,224
City of Sammamish Subtotal		1,614	8,109	9,723	9,037	7,561	16,598	1,951	1,695	3,646	12,602	17,365	29,967
Sammamish+Growth Area Subtotal		1,820	8,411	10,231	9,462	7,978	17,440	2,175	1,905	4,080	13,457	18,294	31,751

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #11	

Trip End Summary for Work-Related Trip Purposes

AREA NAME	CODE	WK-HM		WK-DVT		DVT-HM		PKRD-HM		Totals	
		ORIG1	DEST1	ORIG2	DEST2	ORIG3	DEST3	ORIG9	DEST9	Origins	Destin's
Sammamish NW	1	82	1,596	0	260	250	347	0	119	332	2,322
Sammamish NE	2	135	846	5	189	189	185	0	58	329	1,278
Sammamish SW	3	125	748	11	143	141	172	175	58	452	1,121
Sammamish SE	4	107	1,195	2	224	227	264	0	88	336	1,771
Klah-FCRd	5	50	1,172	0	115	115	247	0	83	165	1,617
SR202Edge	6	86	153	14	106	106	32	0	11	206	302
Issaquah	60	8,261	3,445	1,287	2,239	2,228	580	770	227	12,546	6,491
Redmond	70	15,079	5,249	2,808	1,524	1,525	756	275	245	19,687	7,774
Other areas	80-200	107,178	116,699	20,760	20,087	20,106	22,304	0	331	148,044	159,421
Totals		131,103	131,103	24,887	24,887	24,887	24,887	1,220	1,220	182,097	182,097
City of Sammamish Subtotal		499	5,557	18	931	922	1,215	175	406	1,614	8,109
Sammamish+Growth Area Subtotal		585	5,710	32	1,037	1,028	1,247	175	417	1,820	8,411

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary for Home-Based Trip Purposes

AREA NAME	CODE	H-LOCL		LOCL-HM		HM-REG'L		REG'L-HM		Totals	
		ORIG4	DEST4	ORIG5	DEST5	ORIG7	DEST7	ORIG8	DEST8	Origins	Destin's
Sammamish NW	1	1,276	579	859	1,202	201	0	0	186	2,336	1,967
Sammamish NE	2	679	747	967	638	104	0	0	96	1,750	1,481
Sammamish SW	3	618	287	409	585	93	0	0	83	1,120	955
Sammamish SE	4	966	738	1,040	913	147	0	0	136	2,153	1,787
Klah-FCRd	5	891	387	634	843	153	0	0	141	1,678	1,371
SR202Edge	6	132	281	279	122	14	0	0	14	425	417
Issaquah	60	2,331	7,064	6,125	2,231	405	537	504	384	9,365	10,216
Redmond	70	1,877	4,102	2,998	1,810	329	415	388	314	5,592	6,641
Other areas	80-200	14,140	8,725	8,406	13,373	2,516	3,010	2,822	2,360	27,884	27,468
Totals		22,910	22,910	21,717	21,717	3,962	3,962	3,714	3,714	52,303	52,303
City of Sammamish Subtotal		4,430	2,738	3,909	4,181	698	0	0	642	9,037	7,561
Sammamish+Growth Area Subtotal		4,562	3,019	4,188	4,303	712	0	0	656	9,462	7,978

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

APPENDIX B: Updated Concurrency Test #12



DAVID EVANS
AND ASSOCIATES INC.

Technical Memorandum

DATE: March 11, 2020

TO: Steven Chen, P.E.
Traffic Engineering Manager
City of Sammamish
801 – 228th Avenue SE
Sammamish, WA 98075-9509

FROM: Josh Anderson, P.E., PTOE
Senior Traffic Engineer

SUBJECT: Concurrency Report, Test #12

PROJECT: Sammamish Concurrency Management

PROJECT NO.: COSA0000-0018

COPIES: File

Attached is the **updated** concurrency analysis and other information for development application for TCR: 2019-00270. The adopted 2020-2025 TIP has been included since Test #10. The application results in the removal of 3 single family homes, and the construction of 56 multi-family units and 10 single family units. . In aggregate, and after pass-by reductions, **without discounting trip internalization** the test results in the DEA calculated ITE trip generation of 24 AM peak hour and 18 PM peak hour trips within the Sammamish city limits.

Information for Concurrency Review of Current Development Applications

- Updated Concurrency Test Report (1 page) – summary of results.
- Updated Concurrency Intersection Analysis (1 page).
- Updated Concurrency Segment and Corridor Analysis (2 pages).

Additional Information for Concurrency Management

- Updated Cumulative Development Totals (1 page) – running total of concurrency cases.
- Updated AM Peak Land Use and Trip Generation Summary for Concurrency Test #12 (3 pages).
- Updated PM Peak Land Use and Trip Generation Summary for Concurrency Test #12 (3 pages).

Updated Concurrency Test Report for

New Application: TCR2019-00270

Sammamish Concurrency Application Traffic Model File: Concurrency Test #12

Development Case

This Concurrency Test #12 includes one new development application since the previous Concurrency Test #11

In aggregate, this test includes the following developments within the Sammamish city limits:

- removal of 3 single family homes,
- addition of 56 new multi-family homes, and
- addition of 10 new single-family homes.

The DEA calculated ITE Trip Generation, increases by **24 AM peak hour trips and 18 PM peak hour trips** for the tested development without discounting the trip internalization included in the application.

Changes Updated in Models and Concurrency System:

The following changes were added to the Citywide Pipeline Travel Demand Forecasting Model, SYNCHRO model, and/or the concurrency system:

- Inclusion of the 2020-2025 TIP project list (as of test #10),
- Update of the Pipeline analysis year to 2025 (as of test #10), and
- Update of the land use and trip generation in the system (as of Test #12).

Concurrency Evaluation: PASS

Model Basis: The above concurrency test developments were added into the 2025 Citywide VISUM Pipeline Travel Demand Forecasting Model (pared with the 2016 base model) that incorporated Concurrency Test #11.

Link Standard: The City of Sammamish has developed their own methodology for calculating v/c, the methodology is being called “HCM modified”. No roadway segment may exceed an HCM modified v/c of 1.40 in either the AM or PM analysis hours. No roadway corridor may exceed an HCM modified v/c of 1.10 in either the AM or PM analysis hours.

Intersection Standard: No intersection Level of Service (LOS) may fall below C (or D on Principal Arterials, or E where Principal Arterials intersect). Stop-controlled and signal-controlled intersections were evaluated using the SYNCHRO program, and roundabouts were evaluated using the aaSIDRA program with the *Highway Capacity Manual* (HCM) 2010 methodology except where unsignalized intersections have two stage left turns (these intersections were analyzed using HCM 2000 methodologies). There are no failures at Sammamish intersections for this current test.

Volumes are from the 2025 Pipeline Model paired with the 2016 base model

3/11/2020

Land Use = Concurrency Test #12
 Forecast Year = 2025
 Road System = 2025

CP No.	Intersection	LOS Standard	Traffic Control	AM School Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
				Delay	LOS	Delay	LOS
1	Issaquah-Pine Lk Rd & SE 48th St	D	Signal	27.2	C	14.0	B
2	228th Ave NE & NE 12th Pl	D	Signal	16.6	B	8.6	A
3	Klahanie Dr SE & SE Issaquah Fall City Rd	D	RAB	10.0	A	8.6	A
4	244th Ave SE & SE 24th St	C	2-Way Stop	25.0	C	15.6	C
5	SE 32nd St & 244th Ave SE	C	4-Way Stop	17.2	C	19.6	C
6	Issaquah-Pine Lk Rd & SE 32nd Way	D	RAB	6.7	A	7.5	A
7	228th Ave SE & SE 40th St *	D	2-Way Stop	20.5	C	23.2	C
8	SE Klahanie Blvd & 256th Ave SE	C	4-Way Stop	18.3	C	15.7	C
9	247th Pl SE & SE Issaquah Fall City Rd (Pacific Cascade Middle School)	D	RAB	7.3	A	5.8	A
10	Sahalee Way NE & NE 36th St	D	Signal	13.9	B	11.2	B
11	242nd Ave NE & NE 8th St	C	Signal	24.3	C	11.7	B
12	228th Ave SE & SE 8th St	D	Signal	13.7	B	18.6	B
13	228th Ave NE & NE 19th Dr	D	Signal	10.5	B	6.6	A
14	216th Ave NE & NE Inglewood Hill Rd	C	RAB	6.3	A	8.9	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th St	D	Signal	30.4	C	24.8	C
16	228th Ave NE & NE 4th St	E	Signal	35.0	C	24.2	C
17	228th Ave SE & SE 4th St	E	Signal	19.2	B	25.1	C
18	212th Ave SE & SE 8th St	C	2-Way Stop	13.5	B	16.1	C
19	228th Ave SE & SE 16th St	D	Signal	11.1	B	8.8	A
20	E Lk Sammamish Pkwy & 212th Way SE	C	Signal	5.4	A	4.3	A
21	E Lk Sammamish Pkwy & SE 24th Way *	C	2-Way Stop	12.0	B	14.9	B
22	212th Ave SE & SE 20th St	C	4-Way Stop	10.7	B	12.9	B
23	E Lk Sammamish Pkwy & Louis Thompson Rd	C	Signal	9.8	A	10.3	B
24	E Lk Sammamish Pkwy & Inglewood Hill Rd	C	Signal	25.8	C	30.8	C
25	Sahalee Way NE & NE 37th Way	D	Signal	20.9	C	11.7	B
26	NE 8th St & 244th Ave NE	C	RAB	5.0	A	4.8	A
27	228th Ave SE & SE 20th St	D	Signal	11.2	B	14.7	B
28	228th Ave SE & SE 24th St	E	Signal	17.8	B	35.7	D
29	228th Ave SE & Issaquah-Pine Lk Rd	E	Signal	30.8	C	40.6	D
30	Issaquah-Pine Lk Rd & SE Klahanie Blvd	D	Signal	27.4	C	26.4	C
31	Duthie Hill Rd & Issaquah Beaver Lake Rd	D	Signal	42.4	D	14.5	B
32	256th Ave SE/E Beaver Lake Dr SE & Issaquah Beaver Lake Rd	C	RAB	7.0	A	5.6	A
33	228th Ave NE & NE 14th St	D	Signal	7.6	A	7.9	A
34	228th Ave NE & NE 25th Way	D	Signal	23.3	C	11.9	B
35	Issaquah-Pine Lk Rd & SE 42nd St	D	Signal	19.4	B	8.9	A
36	Issaquah-Pine Lk Rd & 230th Lane SE/231st Lane SE	D	Signal	16.0	B	12.7	B
37	NE 28th Pl/223rd Ave NE & Sahalee Way NE	D	Signal	13.1	B	5.8	A
38	Issaquah-Pine Lk Rd & SE 47th Way/238th Way SE	D	Signal	12.6	B	15.3	B
39	233rd Ave NE & NE 8th St	C	RAB	6.6	A	3.8	A
40	228th Ave SE & E Main St	D	Signal	4.4	A	4.8	A
41	244th Ave NE & E Main Dr	C	RAB	5.4	A	4.9	A
42	Duthie Hill Rd & Trossachs Blvd SE	D	Signal	32.9	C	24.6	C
43	228th Ave SE & SE 10th St (Skyline)	D	Signal	7.3	A	6.0	A

NOTE: * Intersection configurations require the use of HCM2000 methodologies to adequately present the operations of the two-stage left-turns from the minor approach.

Concurrency Test #12 - Updated with TSI internal capture recommendations on 3/11/2020									
2025 HCM Modified Methodology									
Segment*	AM Volume	PM Volume	Capacities		AM V/C	PM V/C	AM	PM	Corridor ≤1.1 Segment ≤1.4
			2025 HCM Mod	2025 HCM Mod	2025 HCM Mod				
East Lake Sammamish Parkway North Corridor			NB			1.52	0.81	Fail	Pass
			SB			0.54	1.63	Pass	Fail
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) ¹	NB 1,143 608		705		1.62	0.86	Fail	Pass
		SB 443 1,301				0.63	1.84	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB 1,197 639		705		1.70	0.91	Fail	Pass
		SB 384 1,230				0.55	1.74	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB 1,200 652		969		1.24	0.67	Pass	Pass
		SB 432 1,273				0.45	1.31	Pass	Pass
East Lake Sammamish Parkway Central Corridor			NB			0.62	0.67	Pass	Pass
			SB			0.50	0.77	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB 665 540		943		0.71	0.57	Pass	Pass
		SB 381 760				0.40	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB 403 478		705		0.57	0.68	Pass	Pass
		SB 360 556				0.51	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB 363 544		705		0.51	0.77	Pass	Pass
		SB 405 499				0.57	0.71	Pass	Pass
East Lake Sammamish Parkway South Corridor			NB			0.51	1.01	Pass	Pass
			SB			0.87	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB 352 569		881		0.40	0.65	Pass	Pass
		SB 491 544				0.56	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB 442 925		749		0.59	1.24	Pass	Pass
		SB 801 606				1.07	0.81	Pass	Pass
Sahalee Way–228th Avenue North Corridor			NB			1.08	0.61	Pass	Pass
			SB			0.51	0.97	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB 1,383 575		1,060		1.31	0.54	Pass	Pass
		SB 495 1,182				0.47	1.12	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St ²	NB 1,165 567		1,060		1.10	0.53	Pass	Pass
		SB 507 1,078				0.48	1.02	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE ²	NB 1,141 557		1,060		1.08	0.53	Pass	Pass
		SB 486 1,041				0.46	0.98	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB 1,048 586		1,060		0.99	0.55	Pass	Pass
		SB 481 919				0.45	0.87	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl ³	NB 814 840		1,060		0.77	0.79	Pass	Pass
		SB 696 881				0.66	0.83	Pass	Pass
228th Avenue Central Corridor			NB			0.58	0.72	Pass	Pass
			SB			0.59	0.71	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB 831 946		987		0.84	0.96	Pass	Pass
		SB 875 936				0.89	0.95	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB 912 1,115		1,896		0.48	0.59	Pass	Pass
		SB 990 1,149				0.52	0.61	Pass	Pass
16	228th Ave, Main St - SE 8th St	NB 1,004 1,181		1,896		0.53	0.62	Pass	Pass
		SB 791 1,262				0.42	0.67	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB 957 1,362		1,896		0.50	0.72	Pass	Pass
		SB 1,043 1,263				0.55	0.67	Pass	Pass
18	228th Ave, Se 10th St – SE 20 th St	NB 1,126 1,424		1,896		0.59	0.75	Pass	Pass
		SB 1,125 1,354				0.59	0.71	Pass	Pass
228th Avenue South Corridor			NB			0.59	0.88	Pass	Pass
			SB			0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE ⁴	NB 1,196 1,507		1,949		0.61	0.77	Pass	Pass
		SB 1,212 1,421				0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB 530 1,001		969		0.55	1.03	Pass	Pass
		SB 854 612				0.88	0.63	Pass	Pass
244th Avenue North Corridor			NB			0.36	0.41	Pass	Pass
			SB			0.44	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB 319 340		881		0.36	0.39	Pass	Pass
		SB 318 365				0.36	0.41	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB 341 400		881		0.39	0.45	Pass	Pass
		SB 486 390				0.55	0.44	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB 365 329		925		0.39	0.36	Pass	Pass
		SB 299 373				0.32	0.40	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB 194 379		881		0.22	0.43	Pass	Pass
		SB 396 301				0.45	0.34	Pass	Pass
NE Inglewood Hill Road Corridor			EB			0.28	0.85	Pass	Pass
			WB			0.75	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB 238 757		705		0.34	1.07	Pass	Pass
		WB 666 325				0.94	0.46	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB 220 551		1,013		0.22	0.54	Pass	Pass
		WB 475 325				0.47	0.32	Pass	Pass

	Segment*	AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM	
							2025 HCM Mod	2025 HCM Mod	2025 HCM Mod
	NE 8th Street Corridor								
		EB			0.32	0.53	Pass	Pass	
		WB			0.43	0.36	Pass	Pass	
27	NE 8 th St, 228 th Ave NE – 235 th Ave NE	EB	374	592	1,013	0.37	0.58	Pass	Pass
		WB	452	380		0.45	0.38	Pass	Pass
28	NE 8 th St, 235 th Ave NE – 244 th Ave NE	EB	236	430	925	0.26	0.46	Pass	Pass
		WB	384	322		0.41	0.35	Pass	Pass
	SE 8th Street Corridor								
		EB				0.28	0.44	Pass	Pass
		WB				0.65	0.34	Pass	Pass
29	SE 8 th St, 228 th Ave SE – 244 th Ave SE	EB	260	410	925	0.28	0.44	Pass	Pass
		WB	602	310		0.65	0.34	Pass	Pass
	Issaquah-Pine Lake Road Corridor								
		EB/SB				0.97	0.82	Pass	Pass
		WB/NB				0.54	1.04	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 th Ave SE - SE 32 nd Way ⁵	EB	435	844	943	0.46	0.90	Pass	Pass
		WB	510	640		0.54	0.68	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 nd Way - SE Klahanie Blvd	NB	528	791	943	0.56	0.84	Pass	Pass
		SB	682	774		0.72	0.82	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 th St	NB	504	1,035	943	0.53	1.10	Pass	Pass
		SB	1,071	763		1.14	0.81	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46 th St - SE 48 th St	NB	501	1,237	943	0.53	1.31	Pass	Pass
		SB	1,106	718		1.17	0.76	Pass	Pass
	SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor								
		EB				0.34	0.62	Pass	Pass
		WB				0.52	0.44	Pass	Pass
34	SE 32 nd Way, Issaquah-Pine Lk Rd – 235 th Place SE	EB	263	534	749	0.35	0.71	Pass	Pass
		WB	475	358		0.63	0.48	Pass	Pass
35	SE 32 nd Way, 235 th Place SE – 244 th Ave SE	EB	223	450	705	0.32	0.64	Pass	Pass
		WB	330	277		0.47	0.39	Pass	Pass
36	SE 32 nd Way, 244 th Ave SE – E Beaver Lake Dr SE	EB	281	481	705	0.40	0.68	Pass	Pass
		WB	400	368		0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	258	303	881	0.29	0.34	Pass	Pass
		WB	287	298		0.33	0.34	Pass	Pass
	Issaquah-Fall City Road Corridor								
		NB/EB				0.26	0.84	Pass	Pass
		SB/WB				0.80	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 th Pl SE ⁵	EB	538	1,499	1,772	0.30	0.85	Pass	Pass
		WB	1,378	781		0.78	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245 th Ave SE - Klahanie Dr SE	EB	163	1,417	1,861	0.09	0.76	Pass	Pass
		WB	1,463	727		0.79	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	248	973	925	0.27	1.05	Pass	Pass
		WB	819	531		0.89	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd ⁶	NB	226	589	881	0.26	0.67	Pass	Pass
		SB	701	292		0.80	0.33	Pass	Pass
	Duthie Hill Road Corridor								
		NB/EB				0.36	1.03	Pass	Pass
		SB/WB				0.96	0.67	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266 th Ave SE	NB	287	847	725	0.40	1.17	Pass	Pass
		SB	800	549		1.10	0.76	Pass	Pass
43	SE Duthie Hill Rd, 266 th Ave SE – Trossachs Blvd SE ⁶	EB	293	794	906	0.32	0.88	Pass	Pass
		WB	737	524		0.81	0.58	Pass	Pass

Notes

Corridor V/C ratios are volume weighted.

* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

¹ A portion of this segment is 30 MPH.

² PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

³ A portion of this segment is 35 MPH.

⁴ 228th/IPLR: No FYA

⁵ This segment transitions from a wider cross-section to two lanes, the narrower section was used.

⁶ Segment is partially outside of Sammamish City Limits.



DAVID EVANS
AND ASSOCIATES INC.

**CONCURRENCY SYSTEM
MONITORING REPORT
UPDATED CONCURRENCY TEST #12**

March 11, 2020

Cumulative Development Totals

UPDATED CUMULATIVE DEVELOPMENT TOTALS

City of Sammamish Concurrency Management System with Concurrency Test #12

BASE = 2016 Travel Demand Model Update

Total Land Use and Trips (summary)

Concurrency Case	Dwellings (SF + MF)	Commercial Bldgs (1000sf)	Minor Generators (mixed measures)	Trip Generation (PM Peak Hour)
2016 Base	23,313	3,367	1,069	37,477
Cumulative Growth Totals	393	299	1	652
Concurrency Future Totals	23,705	3,666	1,069	38,129

Total Land Use and Trips (details)

Concurrency Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park & Ride spaces	Trips - Total (PM Peak Hour)
2016 Base	19,850	3,463	724	122	21	162	2,338	70	680	319	37,477
Cumulative Growth Totals	(23)	416	56	-	-	26.5	217	1	-	-	652
Concurrency Future Totals	19,826	3,879	780	122	21	189	2,555	70	680	319	38,129

Cumulative Growth of Trips from 2016 Base

Concurrency Test Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park & Ride spaces	Trips - Total (PM Peak Hour)	PM Peak Hour Trip - Increase from Base
ConCur#36	1	-	-	-	-	0.5	27.0	0.5	-	-	27	27
ConCur#1	10	-	-	-	-	-	-	-	-	-	9	36
ConCur#2	-	-	-	-	-	-	-	-	1.0	-	1	37
ConCur#3	1	-	-	-	-	-	63.0	-	-	-	90	127
ConCur#4	3	-	-	-	-	-	-	-	-	-	3	130
ConCur#5	3	-	-	-	-	-	-	-	-	-	3	133
ConCur#6	1	-	-	-	-	-	-	-	-	-	1	134
ConCur#7	1	-	-	-	-	-	-	-	-	-	1	135
ConCur#8	(3)	-	-	-	-	-	138.8	-	-	-	97	232
ConCur#9	2	-	-	-	-	-	-	-	-	-	2	234
ConCur#10	(45)	3	-	-	-	-	(12.0)	-	(1.0)	-	(26)	208
ConCur#11	(4)	357	56.0	-	-	26.0	-	-	-	-	426	634
ConCur#12	7	56	-	-	-	-	-	-	-	-	18	652
Cumulative Growth Totals	(23)	416	56.0	-	-	26.5	216.8	0.5	-	-	652	

Source: Land Use and Trip Generation workbook for each test case. The land uses before Case Concur#36 were all incorporated in 2016 Base.

Trip generation is for PM Peak Hour, at Traffic Analysis Zones within City of Sammamish

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,630	382	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,977	252	123	251	319
Sammamish SE	4	4,826	267	933	210	0
Klah-FCRd	5	4,876	124	298	239	0
Subtotal		22,733	1,285	2,402	846	319

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
2,763	2,014	4,777
1,899	3,099	4,998
1,390	1,258	2,648
2,428	3,370	5,798
1,934	1,752	3,686
10,414	11,493	21,907

City of Sammamish		Trip Generation by Land Use Type										
		Dwellings		Commercial Generators					Minor Generators			Totals
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRett 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActvLand Equiv Trips	Park/Ride spaces	
Quantity	18,888	3,845	863	124	28	181	89	1,284.7	2,402	846	319	
Overall Trip Rate	0.60	0.40	0.29	1.16	0.78	1.52	3.82		2.85	1.00	0.74	
Overall Trips	11,393	1,542	254	145	22	275	338	1034	6,856	846	236	21,907

Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones. Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size, and pass-by reductions. Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model. Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region). Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied: (Retail rate formula varies exponentially with size)

Trip purposes represent the following directional movements:

(a) Work-Based Trip Purposes, by direction:

From Home to work = commute trips without stops, discounted for park&ride trips. Includes 6% work-home trips in reverse direction to dominant commute flow.
From Home to Other = trips from home to other destinations, before continuing to work
From Other to work = trips from the non-home destinations of purpose (2) to work
From home to Park/Ride = From homes to Issaquah Park&Ride and Redmond Park&Ride.
Non-home-based = personal and commercial vehicle trips, to/from locations which are not the driver's home.

(b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.
From Home to Local Other = Shorter trips in the community around the residential zone.
From Local Other to Home = Shorter trips in the community around the residential zone.
From Home to Regional Other = Longer trips outside the local community.
From Regional Other to Home = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.60	74%
Multi Family	dwelling	0.40	79%
Retailover 1,00,000 sf	1000 sf	0.82	40%
Retailexample at 400,000 sf	1000 sf	0.95	40%
Retailexample at 100,000 sf	1000 sf	1.29	40%
Retailexample at 20,000 sf	1000 sf	1.39	40%
Retail under 8,300 sf	1000 sf	2.70	40%
Office	1000 sf	1.16	13%
Industrial	1000 sf	0.78	39%
Social Retail	1000 sf	1.52	59%
Schools, Churches	1000 sf	2.85	48%
Med-Dental	1000 sf	3.82	26%
Active Land	trip equivalents	1.00	20%
Park&Ride	space	0.74	5%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes. Do not compare to land use, nor to region-wide trip generation data from other sources.
 NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location		
		Total Dwellings	Comm 1000 sf	Schl/Chrch 1000 sf	Actv/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals
Sammamish NW	1	6,630	382	144	40	0	2,763	2,014	4,777
Sammamish NE	2	3,424	260	904	106	0	1,899	3,099	4,998
Sammamish SW	3	2,977	252	123	251	319	1,390	1,258	2,648
Sammamish SE	4	4,826	267	933	210	0	2,428	3,370	5,798
Klah-FCRd	5	4,876	124	298	239	0	1,934	1,752	3,686
SR202Edge	6	620	197	10	47	0	329	387	716
Issaquah	60	15,560	13,780	1,109	0	1,400	9,542	16,722	26,264
Redmond	70	35,208	39,932	782	823	500	10,402	15,048	25,450
Other areas	80-200	1,618,010	887,929	0	0	0	88,207	108,893	196,900
Totals		1,692,130	943,123	4,282	1,716	2,219	118,894	152,343	271,237
City of Sammamish Subtotal		22,733	1,285	2,402	846	319	10,414	11,493	21,907
Sammamish+Growth Area Subtotal		23,353	1,482	2,411	893	319	10,743	11,880	22,623

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	1,180	411	1,591	1,784	1,127	2,911	238	37	275	3,202	1,575	4,777
Sammamish NE	2	709	685	1,394	1,743	1,401	3,144	437	23	460	2,889	2,109	4,998
Sammamish SW	3	546	279	825	880	649	1,529	212	82	294	1,638	1,010	2,648
Sammamish SE	4	957	692	1,649	2,095	1,519	3,614	503	32	535	3,555	2,243	5,798
Klah-FCRd	5	864	281	1,145	1,401	925	2,326	200	15	215	2,465	1,221	3,686
SR202Edge	6	117	116	233	222	194	416	51	16	67	390	326	716
Issaquah	60	2,859	5,353	8,212	6,425	8,170	14,595	1,576	1,881	3,457	10,860	15,404	26,264
Redmond	70	3,941	6,936	10,877	5,245	6,779	12,024	1,052	1,497	2,549	10,238	15,212	25,450
Other areas	80-93	27,460	31,612	59,072	10,493	11,241	21,734	1,413	2,073	3,486	39,366	44,926	84,292
Totals		78,808	78,808	157,616	43,160	43,160	86,320	7,092	7,092	14,184	129,060	129,060	258,120
City of Sammamish Subtotal		4,256	2,348	6,604	7,903	5,621	13,524	1,590	189	1,779	13,749	8,158	21,907
Sammamish+Growth Area Subtotal		4,373	2,464	6,837	8,125	5,815	13,940	1,641	205	1,846	14,139	8,484	22,623

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

Trip End Summary for Work-Related Trip Purposes

AREA NAME	CODE	HM-WK ORIG1	HM-WK DEST1	WK-DVT ORIG2	WK-DVT DEST2	DVT-HM ORIG3	DVT-HM DEST3	HM-PKRD ORIG9	HM-PKRD DEST9	Totals Origins	Totals Destin's
Sammamish NW	1	1,138	365	5	28	37	18	0	0	1,180	411
Sammamish NE	2	591	653	10	22	108	10	0	0	709	685
Sammamish SW	3	525	186	0	5	21	5	0	83	546	279
Sammamish SE	4	835	659	10	20	112	13	0	0	957	692
Klah-FCRd	5	821	248	4	10	39	23	0	0	864	281
SR202Edge	6	103	104	3	12	11	0	0	0	117	116
Issaquah	60	2,387	4,654	136	265	333	67	3	367	2,859	5,353
Redmond	70	3,417	6,517	305	184	208	104	11	131	3,941	6,936
Other areas	80-200	62,262	58,693	2,601	2,528	2,205	2,834	567	0	67,635	64,055
Totals		72,079	72,079	3,074	3,074	3,074	3,074	581	581	78,808	78,808
City of Sammamish Subtotal		3,910	2,111	29	85	317	69	0	83	4,256	2,348
Sammamish+Growth Area Subtotal		4,013	2,215	32	97	328	69	0	83	4,373	2,464

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary for Home-Based Trip Purposes

AREA NAME	CODE	H-LOCL ORIG4	H-LOCL DEST4	LOCL-HM ORIG5	LOCL-HM DEST5	HM-REG'L ORIG7	HM-REG'L DEST7	REG'L-HM ORIG8	REG'L-HM DEST8	Totals Origins	Totals Destin's
Sammamish NW	1	1,494	269	262	831	28	0	0	27	1,784	1,127
Sammamish NE	2	772	954	954	430	17	0	0	17	1,743	1,401
Sammamish SW	3	701	243	170	398	9	0	0	8	880	649
Sammamish SE	4	1,103	883	975	620	17	0	0	16	2,095	1,519
Klah-FCRd	5	1,040	333	330	564	31	0	0	28	1,401	925
SR202Edge	6	143	113	78	80	1	0	0	1	222	194
Issaquah	60	2,845	6,537	3,384	1,439	90	114	106	80	6,425	8,170
Redmond	70	2,372	5,492	2,709	1,134	80	89	84	64	5,245	6,779
Other areas	80-200	16,578	12,224	5,578	8,944	590	660	619	568	23,365	22,396
Totals		27,048	27,048	14,440	14,440	863	863	809	809	43,160	43,160
City of Sammamish Subtotal		5,110	2,682	2,691	2,843	102	0	0	96	7,903	5,621
Sammamish+Growth Area Subtotal		5,253	2,795	2,769	2,923	103	0	0	97	8,125	5,815

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,500	366	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,977	252	123	251	319
Sammamish SE	4	4,826	267	916	210	0
Klah-FCRd	5	4,876	124	381	239	0
Subtotal		22,603	1,269	2,467	846	319

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
4,944	3,039	7,983
2,606	3,025	5,631
2,357	1,770	4,127
3,709	3,175	6,884
3,530	1,830	5,360
17,146	12,839	29,985

City of Sammamish		Trip Generation by Land Use Type										
		Dwellings		Commercial Generators					Minor Generators			
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRetl 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActvLand Equiv Trips	Park/Ride spaces	
Quantity	18,884	3,719	828	124	28	199	89	1,268.6	2,467	846	319	
Overall Trip Rate	0.92	0.56	7.13	1.47	0.88	5.23	3.41		0.80	1.00	0.75	
Overall Trips	17,363	2,099	5,911	182	25	1,042	302	7462	1,976	846	239	29,985

Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones. Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size, and pass-by reductions. Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model. Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region). Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied: (Retail rate formula varies exponentially with size)

Trip purposes represent the following directional movements:

(a) Work-Based Trip Purposes, by direction:

From Work to Home = commute trips without stops, discounted for park&ride trips. Includes 6% home-work trips in reverse direction to dominant commute flow.
From Work to Other = trips from worksites to other destinations, before continuing home.
From Other to Home = trips from the non-home destinations of purpose (2) to home
From Park/Ride to Home = From Issaquah Park&Ride and Redmond Park&Ride, to homes.
Non-home-based = personal and commercial vehicle trips, to/from locations which are not the driver's home.

(b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.
From Home to Local Other = Shorter trips in the community around the residential zone.
From Local Other to Home = Shorter trips in the community around the residential zone.
From Home to Regional Other = Longer trips outside the local community.
From Regional Other to Home = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.92	35%
Multi Family	dwelling	0.56	33%
Retailover 1,00,000 sf	1000 sf	3.64	51%
Retailexample at 400,000 sf	1000 sf	4.24	51%
Retailexample at 100,000 sf	1000 sf	5.72	51%
Retailexample at 20,000 sf	1000 sf	6.20	51%
Retail under 8,300 sf	1000 sf	12.00	51%
Office	1000 sf	1.47	76%
Industrial	1000 sf	0.88	81%
Social Retail	1000 sf	5.23	51%
Schools, Churches	1000 sf	0.80	62%
Med-Dental	1000 sf	3.41	57%
Active Land	trip equivalents	1.00	41%
Park&Ride	space	0.75	87%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes. Do not compare to land use, nor to region-wide trip generation data from other sources.
 NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location		
		Total Dwellings	Comm/1000 sf	Schl/Chrch/1000 sf	Actv/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals
Sammamish NW	1	6,500	366	144	40	0	4,944	3,039	7,983
Sammamish NE	2	3,424	260	904	106	0	2,606	3,025	5,631
Sammamish SW	3	2,977	252	123	251	319	2,357	1,770	4,127
Sammamish SE	4	4,826	267	916	210	0	3,709	3,175	6,884
Klah-FCRd	5	4,876	124	381	239	0	3,530	1,830	5,360
SR202Edge	6	620	197	10	47	0	478	1,306	1,784
Issaquah	60	15,560	13,780	1,109	0	1,400	9,603	39,625	49,228
Redmond	70	35,208	39,932	762	823	500	10,580	34,702	45,282
Other areas	80-200	1,618,010	887,929	0	0	0	171,716	241,142	412,858
Totals		1,692,000	943,107	4,348	1,716	2,219	209,523	329,614	539,137
City of Sammamish Subtotal		22,603	1,269	2,467	846	319	17,146	12,839	29,985
Sammamish+Growth Area Subtotal		23,223	1,466	2,477	893	319	17,624	14,145	31,769

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	332	2,329	2,661	2,342	1,972	4,314	539	469	1,008	3,213	4,770	7,983
Sammamish NE	2	329	1,278	1,607	1,750	1,481	3,231	422	371	793	2,501	3,130	5,631
Sammamish SW	3	452	1,121	1,573	1,120	955	2,075	255	224	479	1,827	2,300	4,127
Sammamish SE	4	336	1,771	2,107	2,153	1,787	3,940	446	391	837	2,935	3,949	6,884
Klah-FCRd	5	165	1,617	1,782	1,678	1,371	3,049	289	240	529	2,132	3,228	5,360
SR202Edge	6	206	302	508	425	417	842	224	210	434	855	929	1,784
Issaquah	60	12,546	6,491	19,037	9,366	10,216	19,582	5,288	5,321	10,609	27,200	22,028	49,228
Redmond	70	19,687	7,774	27,461	5,592	6,643	12,235	2,681	2,905	5,586	27,960	17,322	45,282
Other areas	80-93	78,020	62,529	140,549	12,484	12,872	25,356	4,410	4,562	8,972	94,914	79,963	174,877
Totals		182,097	182,097	364,194	62,313	62,313	104,626	18,712	18,712	37,424	253,122	253,122	506,244
City of Sammamish Subtotal		1,614	8,116	9,730	9,043	7,566	16,609	1,951	1,695	3,646	12,608	17,377	29,985
Sammamish+Growth Area Subtotal		1,820	8,418	10,238	9,468	7,983	17,451	2,175	1,905	4,080	13,463	18,306	31,769

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model
User Case Description:

Forecast Year:	2025
2025 Pipeline	
Updated Concurrency Test #12	

Trip End Summary for Work-Related Trip Purposes

AREA NAME	CODE	WK-HM		WK-DVT		DVT-HM		PKRD-HM		Totals	
		ORIG1	DEST1	ORIG2	DEST2	ORIG3	DEST3	ORIG9	DEST9	Origins	Destin's
Samamish NW	1	82	1,603	0	260	250	347	0	119	332	2,329
Samamish NE	2	135	846	5	189	189	185	0	58	329	1,278
Samamish SW	3	125	748	11	143	141	172	175	58	452	1,121
Samamish SE	4	107	1,195	2	224	227	264	0	88	336	1,771
Klah-FCRd	5	50	1,172	0	115	115	247	0	83	165	1,617
SR202Edge	6	86	153	14	106	106	32	0	11	206	302
Issaquah	60	8,261	3,445	1,287	2,239	2,228	580	770	227	12,546	6,491
Redmond	70	15,079	5,249	2,808	1,524	1,525	756	275	245	19,687	7,774
Other areas	80-200	107,178	116,692	20,760	20,087	20,106	22,304	0	331	148,044	159,414
Totals		131,103	131,103	24,887	24,887	24,887	24,887	1,220	1,220	182,097	182,097
City of Sammamish Subtotal		499	5,564	18	931	922	1,215	175	406	1,614	8,116
Samamish+Growth Area Subtotal		585	5,717	32	1,037	1,028	1,247	175	417	1,820	8,418

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Trip End Summary for Home-Based Trip Purposes

AREA NAME	CODE	H-LOCL		LOCL-HM		HM-REG'L		REG'L-HM		Totals	
		ORIG4	DEST4	ORIG5	DEST5	ORIG7	DEST7	ORIG8	DEST8	Origins	Destin's
Samamish NW	1	1,281	579	860	1,207	201	0	0	186	2,342	1,972
Samamish NE	2	679	747	967	638	104	0	0	96	1,750	1,481
Samamish SW	3	618	287	409	585	93	0	0	83	1,120	955
Samamish SE	4	966	738	1,040	913	147	0	0	136	2,153	1,787
Klah-FCRd	5	891	387	634	843	153	0	0	141	1,678	1,371
SR202Edge	6	132	281	279	122	14	0	0	14	425	417
Issaquah	60	2,331	7,064	6,126	2,231	405	537	504	384	9,366	10,216
Redmond	70	1,877	4,104	2,998	1,810	329	415	388	314	5,592	6,643
Other areas	80-200	14,140	8,728	8,409	13,373	2,516	3,010	2,822	2,360	27,887	27,471
Totals		22,915	22,915	21,722	21,722	3,962	3,962	3,714	3,714	52,313	52,313
City of Sammamish Subtotal		4,435	2,738	3,910	4,186	698	0	0	642	9,043	7,566
Samamish+Growth Area Subtotal		4,567	3,019	4,189	4,308	712	0	0	656	9,468	7,983

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

Agenda Bill
 City Council Special Meeting
 July 14, 2020



SUBJECT:	Approval: Food and Rental Assistance Grant Funding		
DATE SUBMITTED:	July 14, 2020		
DEPARTMENT:	City Manager's Office		
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational		
RECOMMENDATION:	Consider approving the funding.		
EXHIBITS:			
BUDGET:			
Total dollar amount	\$40,000	<input type="checkbox"/>	Approved in budget
Fund(s)	001-090-518-90-41-09	<input checked="" type="checkbox"/>	Budget reallocation required
		<input 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 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:

Summary

In response to the growing need for services resulting from the ongoing Covid-19 pandemic, Mayor Moran and Deputy Mayor Malchow are proposing additional funding for non-profits working in the areas of food and emergency financial assistance.

The funding proposal is as follows:

Organization	Service	Amount
St. Vincent de Paul	Rental Assistance	\$20,000
Issaquah Food & Clothing Bank	Food & Grocery Delivery	\$10,000
Hopelink	Food	\$10,000
Total		\$40,000

Issaquah Food & Clothing Bank (IFCB) has seen a record number of kids use their “Lunch for the Break” feeding program, which is an effort to fill the gap left by school lunches during school breaks. They served a record 450 kids on the first day of the program, which still represents only 25% of kids who are eligible for free and reduced-price lunches in the Issaquah School District. IFCB is currently working with the Issaquah School District to get messaging out, so they anticipate this number will go up. Additionally, IFCB operates a home delivery program called "Groceries to Go" for clients who have difficulty shopping at the food bank, such as those with limited transportation, the elderly, and those who face other challenges that limit access to the food bank. In response to Covid-19, IFCB expanded this delivery program to serve the 98074 zip code.

Hopelink food banks are currently providing pre-packed boxes of food at their five locations, as well as some fresh items. Their Redmond location serves the north end of Sammamish (98075), while the south end is served by IFCB (98074 & 98029). Those visiting Hopelink are able to pick up enough food for at least 21 meals. As reported previously to the Council, Hopelink is not currently tracking who is receiving assistance in order to reduce Covid-19 transmission and to speed up the process. It appears they plan to initiate data collection again soon, so we should have specific data later in the year.

St. Vincent de Paul provides financial assistance toward rent, utilities, food, clothing and gasoline for job transportation. They exclusively serve Sammamish residents (with a small exception in Issaquah), and they have no overhead - 100% of the City's funding is provided back to the community. Note: St. Vincent de Paul is one of three financial assistance providers serving Sammamish residents. Issaquah Community Services (98074, 98029) and Hopelink (98075) also provide emergency financial assistance.

Background:

On May 5, 2020, the City Council approved four grants totaling \$43,000 for the following non-profits in response to Covid-19:

Organization	Service	Amount
St. Vincent de Paul	Rental Assistance	\$14,000
Eastside Friends of Seniors	Phone Support to Combat Isolation; Grocery Delivery	\$14,000
Issaquah Food & Clothing Bank	Food & Grocery Delivery	\$7,500
Hopelink	Food	\$7,500
	Total	\$43,000

FINANCIAL IMPACT:

This additional grant funding is not budgeted and would come from account number 001-090-518-90-41-09 (Non-Departmental - Operating Contingency). This grant would be eligible for reimbursement via CARES Act funding.

Agenda Bill
City Council Special Meeting
July 14, 2020



SUBJECT:	Approval: Business Grant Program	
DATE SUBMITTED:	July 08, 2020	
DEPARTMENT:	City Manager's Office	
NEEDED FROM COUNCIL:	<input checked="" type="checkbox"/> Action <input type="checkbox"/> Direction <input type="checkbox"/> Informational	
RECOMMENDATION:	Consider approving the grant application and directing staff to proceed with the grant process.	
EXHIBITS:	1. Exhibit 1 - DRAFT Grant Application	
BUDGET:		
Total dollar amount	\$250,370	<input checked="" type="checkbox"/> Approved in budget
Fund(s)	King County Grant Funding/City's CARES Act Allocation	<input type="checkbox"/> Budget reallocation required <input type="checkbox"/> No budgetary impact
WORK PLAN FOCUS AREAS:		
<input type="checkbox"/> Transportation	<input type="checkbox"/> Community Safety	
<input 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	

KEY FACTS AND INFORMATION SUMMARY:

Summary
 On July 7, 2020, the City Council discussed and approved a grant program to support local small businesses as they begin to re-open and expand operations under the Governor's phased approach.

- The motion approved by Council:
- Added \$152,000 in City funding to supplement the \$98,370 to be received from King County, for a total grant amount of \$250,370;
 - Established a minimum grant amount of \$1,000 and a maximum of \$10,000;
 - Limited eligible applicants to small businesses of 15 full time employees (FTEs) or fewer with an active Sammamish business license that have demonstrated impacts due to Covid-19;

- Specified the funding will be distributed in equal amounts, and if there are more eligible applications than the minimum grant level can support, those applications will be placed in a lottery;
- Specified the application process will only collect information required to determine eligibility and meet reporting requirements;
- Clarified that City Councilmembers and Staff are not eligible to apply for the grant funds; and
- Requested the total gross revenue question in the application be changed to an alternative question that captures the time frame before April.

On July 14, 2020, the Council will discuss the updated draft grant application (**Exhibit 1**) and determine whether to move forward with the application process according to the *tentative* timeline shown at the bottom of this agenda bill.

Grant Application

Following the July 7 Council meeting, staff revised the grant application based on the Council's feedback and motion, as well as discussion with Commerce and the State Auditor's Office. The primary changes to the application are as follows:

Removed Questions:

- "Expiration date of Sammamish Business License"
- "Please describe your recovery plan."
- "Is your Labor & Industries account current?"
- "Number of employees laid off due to Covid-19"
- "Likelihood of permanently closing business without grant funding?"
- "Will this grant help retain jobs?" and "Estimated number of jobs retained"
- "Please estimate your total (gross) revenue impact by comparing April through June of 2019 and April through June of 2020."

Added:

- Added language on public records to the certification text under section 4.
- Added fields for "Legal Name of Business" & ""Doing Business As" Name of Business
- Added the question: "Is the business owned or partially owned by a current City of Sammamish employee or Councilmember or an immediate family member of a current City of Sammamish employee or Councilmember?"

Changed:

- Changed the Minority and Women owned threshold from 51% to 50%.

Part of the motion approved by Council specified that the application process will only collect information that is required to determine eligibility and meet reporting requirements. Staff has edited the application to include questions that appear to meet this direction (with a few exceptions). The challenge is that formal guidance has not been issued on the types of information cities should collect when implementing these business grant programs, so it is difficult to know what information is considered "required."

Many cities are grappling with the question of how to document that a business has suffered an impact and is eligible to receive funds. The State Auditor's Office has not developed the criteria they will use to audit whether cities have appropriately granted the funds. Those criteria will likely come after the City's October deadline to spend the CARES Act funding has passed.

Included above under the list of "removed questions" is one that asked about year-over-year gross revenue impact. After further review and discussion, staff determined that there should be no questions asking about revenue as CARES Act guidance states the funding cannot be used to replace lost revenue. CARES funding may, however, reimburse for COVID-related expenditures. So the relevant questions under Section 2 of the application were left in and slightly modified to gather information about non-revenue impacts. For verification, the award agreement will include language allowing the City to inspect grantees' records to verify the expenses (e.g. copies of utility bills, lease payments, payroll costs, etc.).

Tentative Grant Program Timeline

The following outlines a potential timeline for the business grant program.

- **July 7 & 14:** Council approves grant program and application questions
- **Mid-Late July:** Staff develops information about the grant program and begins communicating it to Sammamish businesses
- **Aug. 3:** Application period opens
- **Aug. 17:** Application period closes
- **Sept. 1:** Staff present results and Council approves distribution

Background

On June 2 and June 23, 2020, the City Council discussed how the City could support local small businesses as they begin to re-open and expand operations under the Governor's phased approach. This discussion was accelerated by the news that Sammamish is scheduled to receive nearly \$100,000 from King County for Covid-19 economic relief and recovery. In order to further consider the details of the City's approach to business recovery activities, the Council appointed three members to a subcommittee - Mayor Moran and Councilmembers Ross and Stuart.

The subcommittee met twice to review the business granting approaches used by a variety of cities, such as Issaquah, Redmond and Kirkland, and developed a proposed process based on best practices available at this time.

DRAFT Small Business Support Grant Application

View here: <https://form.jotform.com/201908671232149>

PAM STUART COUNCIL REPORT



GMPC Meeting, June 24, 2020

Discussed potential changes to the Four-to-One Program

- Voted to not review these independently, but to have these changes evaluated as part of the CPP updates to ensure a thorough review and process.
- See below for details on the amendments that were deferred.

3 changes to the UGA boundary – motion passed – added some small areas in Woodinville (to ensure a roundabout is entirely in the city and the UGA) and Stormwater parcels for Maple Woods and removing acreage from an area near Cougar Mountain. See below for more details.

CPP updates

Reviewed Guiding Principles and Target methodology

Guiding principles

Centering the Countywide Planning Policies on Social Equity and Health – these should be core to our Comprehensive Plan updates

Learning how to apply equity on long-range planning

Equity is based on social equity as opposed to just geographic equity

2021 CPP GUIDING PRINCIPLES



Establish a focused scope for review based on the 2012 baseline



Center social equity & health

Integrate regional policy & legislative changes



- VISION 2050
- GMA amendments – e.g. for buildable lands
- ST3 and other regional transit investments
- King County 4:1 Program changes
- Policy recommendations from the GMPC's Affordable Housing Committee



Provide clear, actionable direction for comprehensive plans



Implement RGS with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

Affordable Housing Committee Update

Refocused on Covid-19

AFFORDABLE HOUSING COMMITTEE UPDATE

May 15, 2020 AHC Meeting

- Appointed a new Vice Chair
 - Susan Boyd, CEO of Bellwether Housing
- Discussed how work plan should change in light of COVID
 - **Equity-framed conversation:** King County briefed the AHC on pre-COVID race and income disparities in housing stability, disproportional impacts of COVID, and lessons learned from previous recessions.
 - **Advocacy:** Advocate to protect and increase state and federal funding, shape housing recovery plans, and/or implement tools/regulations that improve housing stability and address cost burden. Build community support and leverage stories.
 - **Strategic Acquisition and Preservation:** Several ideas emerged about taking advantage of a shift in market conditions to further strategic acquisition and preservation/redevelopment goals.
- Approved new Member-Driven Initiatives concept

AFFORDABLE HOUSING COMMITTEE UPDATE

Center Equity

- **Status:** Standing up Community Partners Table
- **What's Next?** Developing staffing/consultant support and member recruitment; begin to reframe other work areas around equity

Recommend Countywide Planning Policies Housing Chapter Amendments

- **Status:** Initial draft amendments reflecting equity, Vision 2050, and RAHTF-based recommendations developed and shared with IJT and King County Planning Directors for comment. Staff honing in on scope and scale of amendments, including jurisdictional share of overall countywide housing need.
- **What's Next?** AHC will review draft amendments prepared by the HIJT on September 30

Launch Affordable Housing Dashboard

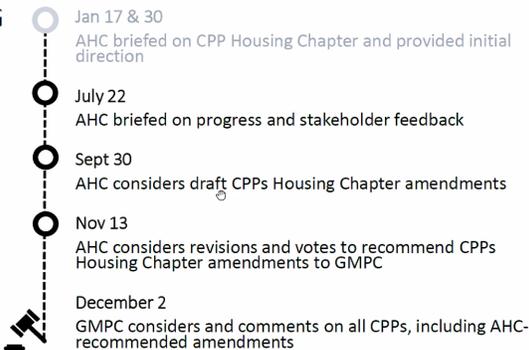
- **Status:** Using dashboard to track progress toward RAHTF goals, including progress toward ending racial disparities. Finalizing data sets and planning for two stakeholder feedback sessions with intent to publish dashboard by the end of the year.
- **What's Next?** August AHC and HIJT feedback session & October external stakeholder feedback session

Analyze and Identify Unused and New Revenue Sources

- **Status:** Deliverable work has not commenced. HIJT formed a revenue work group to assist with implementation. Staff continue to modify the scope to account for evolving/emerging issues.
- **What's Next?** To be determined

CPP HOUSING CHAPTER TIMELINE

Key Highlights



Proposed Amendments to the Four-to-One Program:

The following table summarizes the proposed substantive amendments under consideration by King County. Minor, non-substantive, or strictly procedural amendments are not included, but all of these can be viewed on the County website.

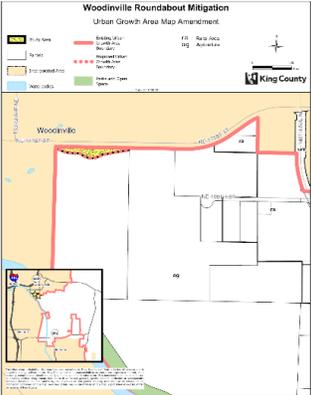
<i>Proposed Amendments</i>	<i>Relevant CPP</i>
New urban lands	
Requires a city or town to agree to add new urban area to their potential annexation area.	DP-17 (g) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's Potential Annexation Area....
For proposals adjacent to a city or town, gives them the option to agree to annex the urban portion, and if agreed to would require development to occur only after annexation, and require an interlocal agreement within 90 days approval. If the jurisdiction does not agree, development can occur prior to annexation.	DP-23 Facilitate the annexation of unincorporated areas within the Urban Growth Area that are already urbanized and are within a city's Potential Annexation Area in order to provide urban services to those areas...
New open space lands	
Requires the open space portion of the proposal to be primarily on-site and buffer the urban portion from Rural Area and Natural Resource Lands	DP-16 (b)(2) Is contiguous with the Urban Growth Area with at least a portion of the dedicated open space surrounding the proposed Urban Growth Area expansion...
Allows a reduced open space dedication ratio if the proposal includes a property qualifying as high conservation value or provides affordable housing	DP-16 (b)(1) Is at least four times the acreage of the land added to the Urban Growth Area...
Requires that roads serving the new urban, to the maximum extent feasible, not be allowed within the open space or rural area.	DP-17 (c) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area...
Program procedures	
Does not allow any parcels designated as natural resource lands to use the program	DP-17 (e) Is not currently designated as Resource Land...

UGA Changes

ATTACHMENT: For Reference Only – Detailed site maps showing specific amendments to Urban Growth Area

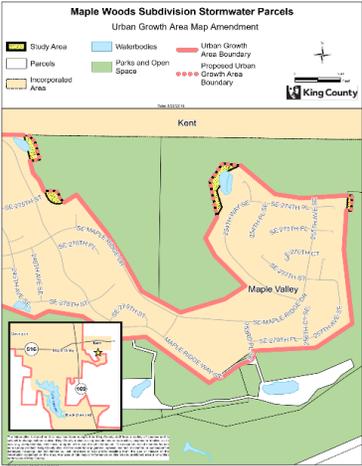
1. Area Adjacent to City of Woodinville

Woodinville Roundabout Urban Growth Area



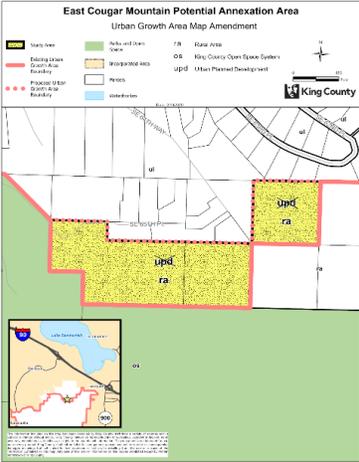
2. Area Adjacent to City of Maple Valley

Maple Wood Subdivision Urban Growth Area



3. Area Adjacent to City of Issaquah

East Cougar Mountain Urban Growth Area



REPORT - Councilmember Treen



SCA Public Issues Committee

AGENDA

July 8, 2020 – 7:00 PM

Due to the COVID-19 emergency and pursuant to the Governor’s Safe Start-Stay Healthy Proclamation, the PIC meeting will be conducted remotely.

Members of the public may view or listen to the meeting using the following methods:

From computer, tablet or smartphone:

<https://us02web.zoom.us/j/87283183967?pwd=UjRLRE9qZXFCZ3ZhMW9Qd093NFlaZz09>

Password: 381953

Or dial in by phone: 1-253-215-8782 / Webinar ID: 872 8318 3967 / Password: 381953

- 1. **Welcome and Roll Call** – Christie Malchow, Sammamish, Chair 5 minutes
- 2. **Public Comment** – Christie Malchow, Sammamish, Chair 10 minutes
- 3. [Approval of Minutes – June 10, 2020 Meeting](#) 5 minutes
Page 5
- 4. **Chair’s Report** – Christie Malchow, Sammamish, Chair 5 minutes
- 5. **Executive Director’s Report** – Deanna Dawson, SCA Executive Director 10 minutes
- 6. [PIC Meeting Schedule](#) 5 minutes
POTENTIAL ACTION
Page 18
Deanna Dawson, SCA Executive Director
- 7. [Board of Health Declaration of Racism as a Public Health Emergency](#) 20 minutes
DISCUSSION
Page 20
Alexis Mercedes Rinck, SCA Policy Analyst
- 8. [Budget Outlook](#) 20 minutes
DISCUSSION
Page 27
Brian Parry, SCA Policy Director
- 9. [King County Regional Homelessness Authority](#) 10 minutes
UPDATE
Page 31
Alexis Mercedes Rinck, SCA Policy Analyst

SCA PIC July 8, 2020

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- 10. [Levies and Ballot Measures in King County](#) 5 minutes
UPDATE
Page 33
Brian Parry, SCA Policy Director

- 11. [Potential Upcoming SCA Issues](#) 5 minutes
UPDATE
Page 36
Deanna Dawson, SCA Executive Director

- 12. **Informational Items**
 - a. [SCA Letter Concerning Rate and Fee Increases](#)
Page 37

 - b. [Legislative Priorities – Potential Special Session 2020](#)
Page 39

- 13. **Upcoming Events**
 - a. SCA Public Issues Committee – Wednesday, August 12, 2020 – 7:00 to 9:00 PM (unless canceled)
- 14. SCA Public Issues Committee – Wednesday, September 9, 2020 – 7:00 to 9:00 PM

- 14. **For the Good of the Order**

- 15. **Adjourn**

REPORT - Councilmember Treen

Sound Cities Association

Mission

To provide leadership through advocacy, education, mutual support and networking to cities in King County as they act locally and partner regionally to create livable vital communities.

Vision

Capitalizing on the diversity of our cities to lead policy change to make the Puget Sound region the best in the world.

Values

SCA aspires to create an environment that fosters mutual support, respect, trust, fairness and integrity for the greater good of the association and its membership.

SCA operates in a consistent, inclusive, and transparent manner that respects the diversity of our members and encourages open discussion and risk-taking.

REPORT - Councilmember Treen



Commonly Used Acronyms

ADS Advisory Council	Advisory Council on Aging and Disability Services
AFIS Advisory Committee	Automated Fingerprint Identification System Advisory Committee
AWC	Association of Washington Cities
BOH	Board of Health
CYAB	Children and Youth Advisory Board
DVI Task Force	Domestic Violence Initiative Regional Task Force
EDDB	Central Puget Sound Economic Development District Board
EMAC	Emergency Management Advisory Committee
EMS Advisory Task Force	Emergency Medical Services Levy Advisory Task Force
ETP	Eastside Transportation Partnership
GMPB	PSRC Growth Management Policy Board
GMPC	King County Growth Management Planning Council
GSP	Greater Seattle Partners
IJT	Interjurisdictional Team – staff support to the GMPC
JRC	Joint Recommendations Committee for Community Development Block Grants
K4C	King County-Cities Climate Collaboration
KCD	King Conservation District
KCDAC	King Conservation District Advisory Committee
KCFCD	King County Flood Control District
KCFCDAC	King County Flood Control District Advisory Committee
KCEC	King County Project Evaluation Committee
LEOFF1 Disability Board	Law Enforcement Officers and Fire Fighters Plan 1 Disability Board
LHWMP	Local Hazardous Waste Management Program
LHWMP MCC	Local Hazardous Waste Management Program Management Coordination Committee
MIDD	Mental Illness and Drug Dependency Oversight Committee
MKCC	Metropolitan King County Council
MSWMAC	Metropolitan Solid Waste Management Advisory Committee
PIC	Public Issues Committee
PSAP	Public Safety Answering Points
PSCAA	Puget Sound Clean Air Agency
PSCAAAC	Puget Sound Clean Air Agency Advisory Council
PSERN	Puget Sound Emergency Radio Network
PSRC	Puget Sound Regional Council
RLSJC	Regional Law Safety and Justice Committee
RPC	Regional Policy Committee
RPEC	PSRC Regional Project Evaluation Committee
RTC	Regional Transit Committee
RWQC	Regional Water Quality Committee
SCA	Sound Cities Association
SCAACG	South Central Action Area Caucus Group
SCATBd	South County Area Transportation Board
SeaShore	Seashore Transportation Forum
SWAC	Solid Waste Advisory Committee
TPB	PSRC Transportation Policy Board

REPORT - Councilmember Treen



SCA Public Issues Committee
DRAFT MINUTES
June 10, 2020 – 7:00 PM
TELEPHONIC

1. Welcome and Roll Call

PIC Chair Deputy Mayor Christie Malchow, Sammamish, called the meeting to order at 7:00 PM. 26 cities had representation ([Attachment A](#)). Guests present included Councilmember James Jeyaraj, Auburn (PIC Alternate); Councilmember Barbara de Michelle, Issaquah (PIC Alternate); Councilmember Ernest Thompson, Normandy Park (PIC Alternate); Councilmember Vanessa Kritzer, Redmond (PIC Alternate); Councilmember Tom Agnew, Bothell (PIC Alternate); Deputy Mayor Nancy Tosta, Burien (PIC Alternate); Councilmember Kent Treen, Sammamish (PIC Alternate); Councilmember Susan Honda, Federal Way; Councilmember Valerie O'Halloran, Renton; Jenny Huston, King County staff; Dorian Waller, King County staff; Beth Mountsier, Bellevue staff; Joyce Nichols, Bellevue staff; Kelsey Beck, Seattle staff; Tom Goff, King County staff; Doug Levy, Renton Consultant; Diana Hart, Woodinville staff; Madelina Cavazos, King County staff; Pat McLaughlin, King County staff; John Walsh, King County staff; Jackie Wheeler; Brian Halverson.

Chair Malchow stated that the PIC meeting was being held telephonically and online due to the COVID-19 public health emergency and consistent with the Governor's Safe Start-Stay Healthy Proclamation. She noted that the SCA bylaws provide for meetings to be held by telephone in the event of an emergency.

SCA Policy Director Brian Parry provided an overview of how the meeting would be facilitated using Zoom Webinar software. He noted that any discussion in the chat logs would be maintained for public records purposes ([Attachment B](#)).

2. Public Comment

Chair Malchow asked if there was anyone in attendance who would like to provide public comment. Hearing none, Chair Malchow closed the public comment portion of the meeting.

3. Approval of the May 13, 2020 PIC Minutes

Chair Malchow asked if there were any amendments to the May 13, 2020 PIC minutes. **Vice Chair Bill Boyce, Kent, moved, seconded by Councilmember Ross Loudanback, North Bend, to approve the May 13, 2020 minutes. The motion passed unanimously.**

4. Chair's Report

Chair Malchow reported that SCA board leadership would be meeting with King County Executive Dow Constantine on June 11 and encouraged members to suggest any questions or issues to address during the meeting. She said the SCA board approved the anti-bias

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proclamation recommended by PIC, and that a copy of the signed proclamation was included in the meeting packet as an informational item. In addition, SCA President Mayor Dana Ralph, Kent, and SCA Vice President Councilmember Ed Prince, Renton, recently issued a statement condemning racism on behalf of SCA, which was also included in the meeting packet as an informational item.

5. Executive Director's Report

SCA Executive Director Deanna Dawson provided a report. She drew members' attention to the informational item in the meeting packet regarding the Regional Homelessness Authority. The Governing Committee for the Authority met for the first time on May 21 and reviewed a draft timeline for making the Authority fully operational that is included in the informational item. At its June meeting, the Governing Committee is expected to decide on co-chairs (if any); review a staff recommendation on a CEO recruitment firm; receive an update on seating of the Implementation Board; and review draft bylaws. The staff group (which SCA serves on) is going to discuss appointments to the implementation Board on Friday, June 12.

Dawson said SCA is in the process of filling a vacant policy analyst position and is hoping to have the position filled by the next PIC meeting.

Dawson reiterated that SCA board leadership would be meeting with King County Executive Dow Constantine the following day, and noted that SCA would be seeking information on the status of funding to cities for small business grants as approved by the County Council.

Dawson said that it is a challenging time for everyone and that is an important time to remember the Guiding Principles that SCA adopted earlier this year as members engage with each other:

- Assume that others are acting with good intent
- No surprises!
- Have each other's backs
- Think about who is not at the table
- Be candid, but kind
- Once a decision is made, work together to make it work
- Show up to meetings prepared
- Extend grace to others – cut them some slack
- Remain open-minded
- Respect differing views

6. Proposed King County Rates and Fees

SCA Policy Director Brian Parry reported that at its May meeting, PIC voted to consider recommending a policy position to the SCA board related to proposed increases to rates and fees. The proposed position states, "The Sound Cities Association (SCA) urges King County and other entities to forego any increases in rates and fees in light of the COVID-19 public health emergency and resulting economic impacts." The discussion at the May meeting was prompted by proposed increases to the King County sewer rate and solid waste tonnage fees, but Parry noted that the policy position as written is broader than those two fees.

REPORT - Councilmember Treen

Parry said concern was expressed by members at the May PIC meeting about the impact of increasing fees – even relatively small increases – during the COVID-19 health emergency and as cities, utility providers, and customers are addressing its economic impacts. At the SCA board meeting in May, there was discussion about whether the position should be considered in terms of strongly urging that every possible alternative be explored before any increases in rates and fees are proposed. Members were asked to provide direction on the policy position as proposed and for any additional feedback to inform further SCA board discussion.

Since the last PIC meeting, the King County Council approved a 4.5% increase to the sewer rate for 2021 and is continuing to develop a 2021-2022 solid waste fee recommendation. The proposed solid waste fee is expected to be transmitted within the next month. The King County Solid Waste Division is currently recommending a rate increase of 6% in 2021 and 8% in 2022. On average, this would add 46-cents in 2021 and 65-cents in 2022 to the monthly residential curbside customer. That proposal will be reviewed by the Solid Waste Advisory Committee before the county executive transmits his final proposal to the council.

Councilmember Tola Marts, Issaquah, said that the Issaquah City Council was split on whether to support the proposed policy position recognizing that these are very difficult times economically but also that the proposed fees support important regional services.

Mayor Angela Birney, Redmond, said that she is concerned about the proposed rate increases but understands why the county is seeking them. She said Redmond is planning to absorb the proposed rate increases in order to avoid increasing costs to residents and businesses, but that this would require program cuts. She said some service providers, including cities, may need to consider increasing revenues in order to remain viable and that she would like to hear feedback from other cities about the proposed policy.

SCA Executive Director Deanna Dawson said at the May SCA board meeting, board members stressed the importance of the county and other entities looking at all alternatives before proposing to increase rates.

Councilmember Kelli Curtis, Kirkland, said that Kirkland would also look to absorb any increases in rates to avoid increasing costs to residents and businesses. She said the city wrote a letter to King County Executive Dow Constantine expressing concerns about the rate proposals and that based on the response they received she did not expect the county to agree to not raise utility rates.

Councilmember Katherine Ross, Snoqualmie, said Snoqualmie is spending significant resources to upgrade utilities serving their downtown and could be faced with a need to increase rates to support that work. She said urging entities not to raise rates does not need to be an absolute rejection of fee increases, recognizing that everyone is facing difficult budget decisions.

Councilmember James McNeal, Bothell, said the Bothell City Council discussed the proposed solid waste rate and a majority felt an increase to the solid waste fee could be justified. He said

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based on the majority recommendation from his city council, he would not be voting in favor of the proposed policy position.

Vice Chair Bill Boyce, Kent, moved, seconded by Councilmember Ed Prince, Renton, to recommend the SCA board adopt the following policy position: The Sound Cities Association (SCA) urges King County and other entities to forego any increases in rates and fees in light of the COVID-19 public health emergency and the resulting economic impacts. The motion passed with 20 cities voting in yes, two cities voting no (Bothell and Issaquah), and three cities abstaining (Burien, Snoqualmie, and Woodinville).

7. COVID-19 Legislative Priorities

SCA Policy Director Brian Parry reported that at its May meeting, PIC voted to consider recommending a policy position to the SCA board related to legislative priorities and COVID-19 response and relief in advance of a potential special session of the Washington State Legislature in 2020. The proposed position states:

As the Legislature considers necessary actions to address the impacts of COVID-19 on our state, SCA asks that priority be given to support for cities and towns in the following areas:

Financial support

- o Maintain critical state shared revenues that provide funding for essential public services.*
- o Provide fiscal relief to cities hard hit with costs for emergency response and loss of tax revenue.*

Fiscal flexibility

- o Provide flexibility within existing restricted revenues to allow cities to use funds where they are most needed right now.*

Regulatory relief

- o Continue the emergency action taken by the Governor to provide flexibility on deadlines for permitting and land use timelines. Cities hard hit by this emergency may still be experiencing staffing shortages and back-logs that will impact their ability to comply with typical statutory deadlines.*

City-owned utility support

- o Allow city-owned utilities that have waived late fees and shut-offs and extension of their ability to collect outstanding debt so that they can work with rate payers to extend payment plans without impacting the financial viability of the utility or raising rates on other customers.*
- o Provide funding to help offset losses related to forgiving late fees and delinquent accounts for those customers hard-hit by the emergency.*

Economic stimulus

REPORT - Councilmember Treen

o Investing in public infrastructure projects is one of the best ways to support economic stimulus as infrastructure investments have a positive economic multiplier with the creation of family-wage jobs and support increased economic activity.

Cities also support efforts to help the most vulnerable residents and our small businesses
o Cities support programs to provide emergency rental assistance and emergency housing.

o Cities support programs to provide emergency assistance to small businesses.

Parry said that the proposed legislative priorities are the same as those recently adopted by the Association of Washington Cities and that no changes were made to the proposal since the last PIC meeting. Parry said it is important for cities to be out in front of any special session and communicating city priorities with legislators. He said timing of any special session is still to be determined with some legislators suggesting a special session could happen any time before the end of the year or may not happen at all.

Mayor Angela Birney, Redmond, said she supports the proposed legislative priorities. She said in meetings with legislators she is strongly advocating for not reducing shared revenues as was done during the last major recession. She said many of the service reductions that happened because shared revenues were reduced in that time are exacerbating challenges happening today, such as gaps in behavioral health services.

Councilmember Tola Marts, Issaquah, said the Issaquah City Council supports the proposed legislative priorities. He said the City is fortunate to be represented by legislators with local government backgrounds who understand issues important to cities.

Councilmember Traci Buxton, Des Moines, suggested revising the proposed language related to economic stimulus to make the statement more action-oriented.

Councilmember Ed Prince, Renton, said he supports the proposed legislative priorities and that they are consistent with Renton's adopted priorities.

Councilmember Tola Marts, Issaquah, moved, seconded by Mayor Marianne Klaas, Clyde Hill, to recommend the SCA board adopt the legislative priorities as proposed and shown on [page 17 of the June PIC packet](#):

As the Legislature considers necessary actions to address the impacts of COVID-19 on our state, SCA asks that priority be given to support for cities and towns in the following areas:

Financial support

o Maintain critical state shared revenues that provide funding for essential public services.

o Provide fiscal relief to cities hard hit with costs for emergency response and loss of tax revenue.

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Fiscal flexibility

o Provide flexibility within existing restricted revenues to allow cities to use funds where they are most needed right now.

Regulatory relief

o Continue the emergency action taken by the Governor to provide flexibility on deadlines for permitting and land use timelines. Cities hard hit by this emergency may still be experiencing staffing shortages and back-logs that will impact their ability to comply with typical statutory deadlines.

City-owned utility support

o Allow city-owned utilities that have waived late fees and shut-offs and extension of their ability to collect outstanding debt so that they can work with rate payers to extend payment plans without impacting the financial viability of the utility or raising rates on other customers.

o Provide funding to help offset losses related to forgiving late fees and delinquent accounts for those customers hard-hit by the emergency.

Economic stimulus

o Investing in public infrastructure projects is one of the best ways to support economic stimulus as infrastructure investments have a positive economic multiplier with the creation of family-wage jobs and support increased economic activity.

Cities also support efforts to help the most vulnerable residents and our small businesses

o Cities support programs to provide emergency rental assistance and emergency housing.

o Cities support programs to provide emergency assistance to small businesses.

The motion passed unanimously.

8. King County Emergency Management Coordination

SCA Policy Director Brian Parry reported on a proposal being considered by King County related to emergency management coordination and specifically support to cities provided by two Zone Coordinators. SCA cities and many special purpose districts in the county are served by two Zone Coordinators whose contracts are managed by King County. Despite being overseen by the county, these zone coordinators have a role as independent advocates within the regional emergency management system and support cities in fulfilling emergency management responsibilities and planning required under state law. Smaller cities, most of which do not have the resources to staff a full-time emergency manager, in particular have provided feedback to SCA expressing how important the role of the zone coordinators are in both supporting their work and advocating with the county during emergencies.

The County Office of Emergency Management (KCOEM) recently proposed changing the structure of how these contract positions are managed. KCOEM initially gave notice that the contracts would be eliminated in June and their duties managed in-house by existing county

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staff. This was initially acted upon without any input from cities or even the Emergency Management Advisory Committee on which SCA has three representatives. In response to feedback from Emergency Management Advisory Committee (EMAC) members, emergency managers, several cities and SCA staff, KCOEM agreed to delay any decision to the end of 2020 and committed to working with EMAC in the interim on a plan going forward.

The proposal from KCOEM raised concerns about the proposal potentially leading to cities losing the independent advocacy services provided by the Zone Coordinators and more broadly whether the services cities rely on would truly continue to be provided under the new structure. Parry said some cities have provided feedback that absorbing the work of the Zone Coordinators within existing county staff is a non-starter; meanwhile, others have suggested some openness to restructuring how the positions are managed if safeguards are in place to ensure the work important to cities continues.

Parry asked members to provide feedback to guide SCA representatives on EMAC as they engage in discussions with the county. Members were asked to provide feedback on the current role of zone coordinators within their cities; how important it is for the Zone Coordinators to maintain some independence; and, whether members would be open to a model where the Zone Coordinators become county employees if cities and EMAC have a defined role in developing their workplan and other assurances that they will continue to provide the same level of service to cities.

Councilmember Traci Buxton, Des Moines, said that she would support maintaining the current structure for managing the Zone Coordinators if other cities find that the services provided are valuable to them.

Councilmember Sue-Ann Hohimer, Normandy Park, said Normandy Park values the support provided by their Zone Coordinator and that their police chief works very closely with them.

Councilmember Tola Marts, Issaquah, said Issaquah sent a letter to the county in support of extending the Zone Coordinator contracts. He said that the city has emergency management staff, but that they rely on the Zone Coordinators as well and value the services they provide.

Mayor Angela Birney, Redmond, echoed the comments of previous speakers. She said there is value in maintaining some independence for the Zone Coordinators that could be lost if they become directly employed by the county. She said any decision should go through EMAC.

Councilmember Erin Stout, Black Diamond, asked about the timeline for making a decision about the Zone Coordinators. SCA Policy Director Brian Parry said the director of the King County Department of Emergency Management committed to working on the issue with EMAC and cities directly, but that process has not yet been outlined.

Mayor Marianne Klaas, Clyde Hill, said that she serves on EMAC and knows firsthand the importance and scale of work performed by the Zone Coordinators. She said members of EMAC pushed back strongly against eliminating the Zone Coordinator contracts. She said she is

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concerned that if the positions are absorbed within the county the voices of cities will be diluted and city needs will not be prioritized.

Councilmember Kelli Curtis, Kirkland, said that the timing of the decision during a pandemic was concerning. She said Kirkland is fortunate to have full-time emergency management staff and she could support the proposal by King County to perform the Zone Coordinator work with county staff.

Councilmember Michelle Hogg, Duvall, said Duvall's emergency manager is part-time and frequently relies on the Zone Coordinators to provide support, especially during flooding emergencies. She expressed concerns that if the Zone Coordinators are county employees the city would not have the same access to resources to respond during an emergency, communication and coordination would be reduced, and ultimately the positions may be eliminated altogether.

Chair Malchow said there needs to be a defined timeline and process to clarify what is being proposed by the county and that EMAC needs to be part of that discussion. She said that the Zone Coordinators may be less necessary for larger cities who have their own emergency management staff, but that they still play an important role that needs to be maintained.

9. Potential Upcoming Issues

SCA Executive Director Deanna Dawson said it is becoming increasingly clear that in-person events were likely on hold for the remainder of the year. She said SCA is working on a number of educational and training events to be held in the next several weeks and asked members for their feedback on other events that would be of interest.

Dawson highlighted planned upcoming events for SCA members, including:

- Webinar on providing support for neighborhood businesses as King County transitions to Phase 2 of the reopening plan. Speakers include Seattle Southside Chamber President and CEO Andrea Reay; Washington State Department of Labor and Industries, Division of Occupational Safety and Health Operations Manager Pam Cant; and, Redmond Manager of Strategic Initiatives Sara Pyle. *(The webinar was held on Monday, June 15, 2020 and a recording can be found on the [SCA website](#).)*
- Partners Forum with CenturyLink and Puget Sound Energy on how cities and utilities can partner as we enter economic recovery.
- Webinar with the King County Sexual Assault Resource Center to brief local officials what survivors are experiencing, changing trends, and policy implications resulting from the COVID-19 crisis. The webinar will be provided at two different times on Wednesday, June 17.
- SCA is also working to host:
 - A panel discussion led by African-American elected officials on racial equity;
 - A webinar with King County Metro on the impacts of COVID-19 on service and operations; and
 - A training on how to hold effective online meetings with Ann Macfarlane of Jurassic Parliament.

REPORT - Councilmember Treen

Dawson highlighted a number of priorities for SCA that were adopted earlier in 2020, including: transportation; budget challenges and infrastructure needs; homelessness; and diversity, equity, and inclusion. She asked members to provide ideas for other topics that SCA should look to support workshops and trainings over the next several months. She said SCA recognizes there are a lot of important conversations that need to happen right now and that these conversations are even more difficult to have in large online meetings where there is limited time for each member to speak, and that members should use SCA as a resource for helping to convene productive meetings.

Deputy Mayor Krystal Marx, Burien, said she appreciates the work SCA is doing to support cities. She said her fellow Burien City Councilmember Nancy Tosta suggested holding a convening to explore opportunities to restructure and improve systems as we approach a “new normal.” She also suggested working with the Board of Health on a presentation on their data dashboard and programs.

Councilmember Janice Zahn, Bellevue, suggested a briefing on a potential federal infrastructure package. She said the Board of Health is considering a proclamation declaring racism a public health crisis and suggested PIC should consider a similar proclamation.

Councilmember Traci Buxton, Des Moines, said diversity, equity, and inclusion should be the top priority. She said communities are struggling with the best and most compassionate way to work through challenging issues and would benefit from learning about successful events, policies, and programs others are organizing.

Mayor David Baker, Kenmore, thanked Councilmember Zahn for raising the issue of declaring racism a public health crisis. He asked whether members would support bringing an item to the next PIC meeting for potential action and encouraged members to begin having conversations with their councils and mayors.

10. City Roundtable Discussion

Members provided brief updates on some of the important work happening in their cities. Many highlighted efforts to respond to the COVID-19 emergency and its economic impacts; recent demonstrations held in their cities in support of Black Lives Matter; and, community discussions about policing and potential police reforms. Some members asked for more information on the “8 Can’t Wait” police reform proposals, which can be found on their [website](#).

11. Informational Items

Chair Malchow highlighted informational items in the packet on the following topics: the King County Regional Homelessness Authority; the approved SCA COVID-19 anti-bias proclamation; a statement from SCA President Dana Ralph and Vice President Ed Prince condemning racism; and, an update on levies and ballot measures in King County.

12. Upcoming Events

- a. SCA Public Issues Committee – Wednesday, July 8, 2020 – 7:00 to 9:00 PM

REPORT - Councilmember Treen

13. For the Good of the Order

Chair Malchow asked if any members had any items for the good of the order.

Vice Chair Boyce announced that Councilmember Fran Hollums, Covington, was retiring from public office and recognized her for her contributions to PIC and to the region.

Mayor Angela Birney, Redmond, said she is impressed by the way cities are working together to address many challenging issues.

Councilmember Kate Kruller, Tukwila, apologized for joining the meeting late due to a conflict with a Youth Council meeting (*Councilmember Kruller joined the meeting during item 10*). She said that she appreciates the camaraderie among cities and that now is a time to listen to the changes people are seeking and find reasonable solutions.

14. Adjourn

The meeting was adjourned at 8:51 PM.

REPORT - Councilmember Treen

**Public Issues Committee Meeting
June 10, 2020**

City	Representative	Alternate
Algona	Dave Hill	
Auburn	Nancy Backus	James Jeyaraj
Beaux Arts Village	Tom Stowe	Aletha Howes
Bellevue	Janice Zahn	Jeremy Barksdale
Black Diamond	Erin Stout	Tamie Deady
Bothell	James McNeal	Tom Agnew
Burien	Krystal Marx	Nancy Tosta
Carnation	Dustin Green	Kim Lisk
Clyde Hill	Marianne Klaas	Kim Muromoto
Covington	Fran Hollums	Joseph Cimaomo
Des Moines	Traci Buxton	
Duvall	Michelle Hogg	Jennifer Knaplund
Enumclaw	Chance LaFleur	Tony Binion
Federal Way	Martin Moore	Lydia Assefa-Dawson
Hunts Point	Joseph Sabey	N/A
Issaquah	Tola Marts	Barbara de Michele
Kenmore	David Baker	Corina Pfeil
Kent	Bill Boyce	Toni Troutner
Kirkland	Kelli Curtis	Toby Nixon
Lake Forest Park	Tom French	Semra Riddle
Maple Valley	Sean Kelly	Les Burberry
Medina	Jennifer Garone	Jessica Rossman
Mercer Island	Benson Wong	David Rosebaum
Milton	Jim Gillespie	Shanna Styron Sherrell
Newcastle	Linda Newing	Tony Ventrella
Normandy Park	Sue-Ann Hohimer	Ernest Thompson
North Bend	Ross Loudenback	Heather Koellen
Pacific	Leanne Guier	David Sporaasli
Redmond	Angela Birney	Vanessa Kritzer
Renton	Ed Prince	Armondo Pavone
Sammamish	Christie Malchow	Kent Treen
SeaTac	Erin Sitterley	Pam Fernald
Shoreline	Chris Roberts	Will Hall
Skykomish	Henry Sladek	
Snoqualmie	Katherine Ross	Matt Larson
Tukwila	Kate Kruller	Thomas McLeod
Woodinville	Elaine Cook	Gary Harris
Yarrow Point	Dicker Cahill	
SCA	Deanna Dawson Brian Parry	Alexis Mercedes Rinck Leah Willoughby

Cities present at the meeting are **bolded**. Voting representatives present are highlighted.

REPORT - Councilmember Treen

SCA Public Issues Committee – May 13, 2020
Attachment B – Zoom Chat Log

17:37:33 From Brian Parry (SCA) to All panelists : Hi everybody! Welcome to tonight's PIC meeting. We will begin at 7:00 PM. Please note that we are going to begin "broadcasting" to all attendees and any members of the public in just a couple of minutes.

17:40:57 From Brian Parry (SCA) to All panelists : PIC Members: As you join tonight's meeting, please take a moment to locate the "raise hand" button on Zoom. This will be important to help facilitate tonight's discussion. On a PC, you should be able to find the raise hand button on the Panelists menu (bottom of screen). For those using an iPhone, the raise hand button can be found by clicking the "More" button on the bottom right of your screen.

17:52:59 From James Jeyaraj to All panelists : do we have audio?

17:55:07 From Tola Marts, Issaquah to All panelists : Perhaps we can all mute when we are not talking? :^)

17:55:16 From Corina Pfeil - Kenmore City Councilmember to All panelists : Councilmember Pfeil here, I didn't receive a link

18:01:56 From James Jeyaraj to All panelists : I am not getting any audio.

18:02:43 From CM Tosta (Burien) to All panelists : Brian - I am on the call - N. Tosta - but not in the meeting.

18:03:08 From Deanna Dawson to All panelists : James, Brian or Leah will try to help you

18:03:24 From Deanna Dawson to All panelists : Nancy, are you the voting member tonight?

18:04:05 From James McNeal, Bothell to Tom Agnew and all panelists : Welcome Tom Agnew Bothell

18:04:23 From Tom Agnew to All panelists : thanks brother

18:04:59 From Earnest Thompson to All panelists : Earnest Thompson Representing for Normandy Park

18:05:10 From Vanessa Kritzer to All panelists : This is Vanessa Kritzer from Redmond. I am on but am using the dial in because I am having trouble getting the zoom link to work

18:05:51 From Toby Nixon to All panelists : Not hearing audio usually means their volume is turned down all the way.

18:05:58 From Lydia Assefa-Dawson, Federal Way to All panelists : I'll participate for FW until Martin shows up.

18:07:12 From Vanessa Kritzer to All panelists : Actually I figured it out

18:08:47 From CM Tosta (Burien) to All panelists : I am waiting for the "upload" :). Not sure if DM Marx plans to join, but until then, I'm ready.

18:11:07 From Tola Marts, Issaquah to All panelists : For once Henry Sladek doesn't have to drive all the way down!!!

18:13:28 From Traci Buxton, Des Moines to All panelists : You're an inspiration, Dana!

18:15:12 From Dana Ralph, SCA President to All panelists : Traci - this is definitely a team sport!

18:37:14 From Leah Willoughby (SCA) to Corina Pfeil - Kenmore City Councilmember and all panelists : Hi Corina, just taking comments from representatives right now.

19:01:16 From Chris Roberts, Shoreline to All panelists :

<http://soundcities.org/wpcontent/uploads/pdf/PIC-Operating-Policies-Approved-12-12-12.pdf>

19:16:42 From Tola Marts, Issaquah to All panelists : Math is fun!

19:16:54 From Tola Marts, Issaquah to All panelists : (Said the rocket scientist.)

19:23:39 From Kate Kruller, Tukwila to All panelists : The updates from SCA are GREAT!

19:25:58 From Traci Buxton, Des Moines to All panelists : What Kate said!

19:35:26 From Deanna Dawson to All panelists : I'm back!

REPORT - Councilmember Treen

19:35:40 From Fran Hollums, Covington to All panelists : Appreciate the reports. I hear it first through that format.

19:39:05 From Janice Zahn, Bellevue to All panelists : We are doing vouchers with food trucks.

19:51:15 From Erin Stout, Black Diamond to All panelists : Black Diamond has cancelled July Miner Days. The Labor Day Committee is still meeting with fingers crossed.

19:51:32 From Elaine Cook, Woodinville to All panelists : Woodinville Chamber thinking about having drive-in movies during the Summer. No concerts in the park or parade.

19:54:07 From Angela Birney, Redmond to All panelists : all summer events canceled in Redmond and no events permits to outside organizations :(

19:54:33 From Janice Zahn, Bellevue to All panelists : Bellevue closed summer events too

19:55:09 From Kelli Curtis, Kirkland to All panelists : What are you doing about recreation programs and athletic fields?

19:56:10 From Kate Kruller, Tukwila to All panelists : Tukwila has no summer events planned.

19:57:03 From Jennifer Garone, Medina to All panelists : Medina may hold our annual August event but are thinking though what is possible with SD. We will have fireworks in August

19:57:43 From Jennifer Garone, Medina to All panelists : The Medina 65th anniversary celebration is postponed to be a 66th anniversary celebration

19:59:01 From Kelli Curtis, Kirkland to All panelists : Thank you all for sharing your summer plans

19:59:05 From James McNeal, Bothell to All panelists : Bothell 5.4 mil short fall, Small increase commercial crime. Sports field also opened, NO Organized sports but open to general use.

19:59:44 From Kate Kruller, Tukwila to All panelists : Tukwila \$12 million shortfall this year; \$6 million projected for 2021

20:01:20 From Henry Sladek, Skykomish to All panelists : Skykomish has cancelled mosr (sic) summer events

20:01:52 From Jennifer Garone, Medina to All panelists : Medina is seeing a large increase in bike traffic, leading to challenges with auto, pedestrian and bike interactions.

20:04:38 From Martin Moore, Federal Way : federal way has canceled Fourth of July celebrations and like other cities we are operating on revenue shortfalls. trying to support food banks and human services programs and businesses. good luck to all during this difficult time. thanks, -Martin Moore, Federal Way.

20:07:34 From Tom French, Lake Forest Park : Lake Forest Park opened its farmer's market on Mother's Day with a good turnout.

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 6:
PIC Meeting Schedule
POTENTIAL ACTION

SCA Staff Contact

Deanna Dawson, SCA Executive Director, deanna@soundcities.org.

Potential Action

Amending Resolution 2020-1 to cancel the August PIC meeting, reschedule the November PIC meeting, and to state that meetings will temporarily be held virtually (Attachment A).

Background

At the February 12, 2020 Public Issues Committee meeting, members adopted Resolution 2020-1 setting the PIC's 2020 Meeting Schedule. The PIC typically meets on the 2nd Wednesday of each month at 7:00 PM.

Amended Resolution 2020-1A (Attachment A) includes the following actions:

August PIC Meeting Cancellation

Consistent with many cities and regional committees, the PIC typically does not meet in the month of August. PIC members will be asked to provide input on whether to hold an August meeting in 2020. As currently drafted, Amended Resolution 2020-1A would cancel the August meeting.

November PIC Meeting Date

The regular meeting date for PIC in November falls on Veteran's Day, November 11, 2020. At the March PIC meeting, members agreed to reschedule the meeting to another date. Feedback on which date to hold the meeting was mixed. Staff are recommending the November PIC meeting be rescheduled to November 12.

Virtual Meeting Location

On June 17, 2020, the SCA Board of Directors adopted Resolution 2020-2 temporarily designating the location for SCA meetings to be virtual locations due to the ongoing COVID-19 public health emergency. Amended Resolution 2020-1A incorporates this change as part of the 2020 meeting schedule.

REPORT - Councilmember Trean
**Sound Cities Association
Resolution 2020-1-A
2020 Public Issues Committee Schedule**

WHEREAS, the Public Issues Committee (PIC) of the Sound Cities Association meets monthly on the 2nd Wednesday of the month at 7:00 PM to conduct the regular business of the Committee, unless otherwise stated; and

WHEREAS, the Public Issues Committee holds a Pre-PIC workshop monthly at 6:00 PM on the 2nd Wednesday of the month for informational, educational or other PIC-related purposes, unless otherwise stated; and

~~**WHEREAS**, the Public Issues Committee holds the majority of its meetings at Renton City Hall;~~

WHEREAS, the Sound Cities Association Board of Directors adopted Resolution 2020-12 on June 17, 2020 temporarily designating the location for PIC meetings to be virtual locations due to the ongoing COVID-19 public health emergency until King County enters Phase Three of the Governor’s Safe Start Reopening Plan;

NOW THEREFORE:

BE IT RESOLVED BY THE PUBLIC ISSUES COMMITTEE OF THE SOUND CITIES ASSOCIATION AS FOLLOWS:

SECTION 1:

The Public Issues Committee sets the following schedule for 2020 PIC meetings:

- February 12
- March 11
- April 8
- May 13
- June 10
- July 8
- ~~August 12~~
- September 9
- October 14
- November ~~11~~12
- December 9

SECTION 2:

~~Public Issues Committee meetings will typically be held at Renton City Hall. Alternate meeting locations may be determined by the membership. Due to the ongoing COVID-19 public health emergency, the location of PIC meetings is designated to be virtual locations until King County enters Phase Three of the Governor’s Safe Start Reopening Plan.~~

PASSED BY THE PUBLIC ISSUES COMMITTEE OF THE SOUND CITIES ASSOCIATION AT ITS REGULAR MEETING ON THE 12th DAY OF FEBRUARY, 2020; AND AMENDED ON THE 8th DAY OF JULY, 2020.

Christie Malchow, 2020 PIC Chair Date

Attest:

Deanna Dawson, SCA Executive Director Date

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 7:

Board of Health Declaration of Racism as a Public Health Crisis

DISCUSSION**SCA Staff Contact**

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

SCA Representatives on the King County Board of Health

Councilmember Susan Honda, Federal Way; Mayor David Baker, Kenmore; Deputy Mayor Krystal Marx, Burien; Councilmember Janice Zahn, Bellevue

Update

On June 18, the King County Board of Health unanimously approved a resolution declaring racism a public health crisis and committing to efforts the Board will undertake to address racial equity and health disparities in all forms.

While the Board of Health is taking action to address the public health impacts of systemic racism, many other organizations including SCA are exploring ways to address racism at all levels. At PIC, members will have an opportunity to provide feedback on SCA's role in facing this challenge.

Background

At the June 18 King County Board of Health meeting, members voted unanimously to approve a resolution declaring racism a public health crisis ([Attachment A](#)). Similarly, County Executive Dow Constantine and Public Health – Seattle & King County Director Patty Hayes [declared](#) that racism is a public health crisis, and expressed a commitment to “implementing a racially equitable response to this crisis, centering on community.”

BIPOC (Black, Indigenous and People of Color) frequently face disproportionate health outcomes, including higher rates of COVID-19 infection and mortality. In King County, the total number of deaths from COVID-19 is highest among whites; however, for example, [the rate of death per 100,000 for Hispanic/Latinx and Native Hawaiian/Pacific Islanders is more than double that of whites](#). One possible reason behind the heightened number of cases amongst BIPOC is the increased prevalence of chronic health conditions such as heart disease, diabetes, severe obesity tied to a disproportionate lack of access to affordable and nutritious food; and asthma, which is tied to poor air quality and other environmental factors. Another reason lies within working conditions, with many BIPOC working in jobs considered essential and as such experience an increased likelihood of exposure to COVID-19 due to inability to avoid contact with potentially infected individuals.

In addition to declaring racism a public health crisis, the Board of Health committed to do the following:

REPORT - Councilmember Treen

- Assess and revise its guiding documents like the Board of Health Code and the annual workplan with a racial justice and equity lens;
- Conduct ongoing work around race and equity such as participating in racial equity training;
- Engage and be responsive to communities and residents impacted by racism, especially Black and Indigenous communities, as partners in identifying and implementing solutions; and,
- Establish an agreed upon understanding of racial equity principles to work towards antiracist policies and practices and to serve as ambassadors of racial equity work;

In discussion about implementing these actions, it was agreed that the entire Board of Health should be committing to engaging with racial equity work. In addition, the Board of Health decided that it would be beneficial to develop a racial justice subcommittee to advance and expedite this work in order to make the most of their meeting time in 2020.

Following action by the Board of Health, King County Councilmember and Chair of the Board of Health, Joe McDermott, issued a statement after the passage of the resolution saying, “The strain of racism that Black, indigenous and other people of color in our community live with every day leads to differences in health and well-being, opportunities for employment, education, and housing, and truly is a public health crisis. Our action today places anti-racism, already a cornerstone of the work of Seattle-King County Department of Public Health, at the foundation of the Board’s policies and programs that reach across every community in Martin Luther King Jr. County.”

Next Steps

Many other organizations, including SCA, are exploring ways to address racism at all levels. SCA will be hosting a Racial Equity and Justice Series. The first panel discussion is scheduled for July 10, 2020, from 2:30 to 4:00 PM.

Governing for Racial Equity and Inclusion (GREI), a group in which many SCA member cities participate, will be hosting a session on June 17 from 1:00-2:30 on Prioritizing and Budgeting for Racial Equity.

The University of Washington Race & Equity Initiative has collected resources for those who would like to gain a deeper understanding of historical and present-day manifestations of racism in the United States on their [website](#).

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

REPORT - Councilmember Treen



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Resolution

Proposed No. 20-08.2

Sponsors

1 A RESOLUTION declaring racism a public health crisis.

2 WHEREAS, racism has deep and harmful impacts that unfairly disadvantages

3 Black, Indigenous and People of Color ("BIPOC") and unfairly advantages people who

4 identify as white, and

5 WHEREAS, racism harms every person in our society and is the root cause of

6 poverty and economic inequality, and

7 WHEREAS, "injustice anywhere is a threat to justice everywhere," as King

8 County's namesake, the Reverend Dr. Martin Luther King, Jr., said, and

9 WHEREAS, whether intended or not, racism becomes ingrained in institutional

10 policies and practices, creating differential access to opportunities and resources, and

11 causes disparate outcomes in all aspects of life affecting health, and

12 WHEREAS, by maintaining the status quo and existing systems of power and

13 privilege based on our country's long history of and continued persistence of white

14 supremacy, institutional policies and practices do not need to be explicitly racist in order

15 to have racist impacts on residents, and

16 WHEREAS, culture across institutions and systems is critical, and the legacy of

17 racist policies and practices continues to exist even once the policies and practices have

18 been changed, and

19 WHEREAS, reversing the legacy of institutional racism calls for an

(1)

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REPORT - Councilmember Treen
Resolution

20 understanding of the intersectional nature of power and oppression that amplify adverse
21 effects on people who experience more than one form of marginalization, such as race,
22 gender and disability, and a commitment to anti-racist policies and practices, and

23 WHEREAS, decades of data collected by Public Health - Seattle & King County
24 have demonstrated how BIPOC communities are affected by both acute impacts, such as
25 gun violence, and chronic impacts such as higher rates of cardiovascular disease and
26 diabetes, maternal and infant mortality, underweight babies and shorter, less-healthy lives
27 overall, and

28 WHEREAS, King County residents of color have deep wells of resilience and
29 strength, and BIPOC communities are less likely to experience other health conditions,
30 such as suicide, Alzheimer’s disease and drug and alcohol-related conditions than their
31 white counterparts, and

32 WHEREAS, King County residents of color are more likely to experience
33 inequities in education, access to jobs, earning power, adequate and safe housing, higher
34 rates of policing and involvement in the criminal legal system, and overall quality of life,
35 and

36 WHEREAS, the disproportionate impact of the COVID-19 on our BIPOC
37 communities is a present-day demonstration of the systemic racism in institutions and
38 systems that have not valued and supported human life equitably, and

39 WHEREAS, we recognize that historically and currently King County has been
40 complicit in maintaining and perpetuating structural racism, and that as an institution the
41 Board of Health must stand in support of dismantling oppressive systems grounded in
42 white supremacy, and

(2)

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REPORT - Councilmember Treen
Resolution

43 WHEREAS, King County government and Public Health - Seattle & King County
44 have expressed a commitment to developing stronger and better resourced partnerships
45 with community organizations and leaders to disrupt and dismantle racism and protect the
46 health and well-being of our BIPOC residents, using quantitative data, including data
47 about racial inequities, along with voices and knowledge of community leaders and
48 residents to get to solutions that work and that are sustainable, and

49 WHEREAS, in 2008 the King County Executive joined with Public Health -
50 Seattle & King County to launch the Equity and Social Justice Initiative, and later in
51 2010 the King County Council passed equity and social justice ordinance, and now the
52 current Equity and Social Justice Strategic Plan leads with racial justice, and

53 WHEREAS, across the country local governments have taken action to declare
54 racism a public health crisis including the cities of Boston, Cleveland and Columbus,
55 Ohio, Franklin County, Ohio, the Indianapolis City-County Council in Indiana, and the
56 Tacoma-Pierce County Board of Health, and

57 WHEREAS, the Board of Health is committed to addressing racial equity and
58 health disparities in all forms and at all levels, which are the individual, institutional and
59 systemic levels, across the county;

60 NOW, THEREFORE, BE IT RESOLVED by the Board of Health of King
61 County:

62 A. The Board declares racism a public health crisis;

63 B. The Board supports King County and Public Health - Seattle & King County
64 immediately in the work to advance a public health approach in addressing institutional
65 and systemic racism;

(3)

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REPORT - Councilmember Treen
Resolution

66 C. The Board commits to assessing, revising, and writing its guiding documents
67 and its policies with a racial justice and equity lens including the Board of Health Code
68 and annual workplan; and

69 D. The Board members commit to ongoing work around race and equity such as
70 participating in racial equity training, engaging and being responsive to communities and
71 residents impacted by racism, especially Black and Indigenous communities, as partners
72 in identifying and implementing solutions, establishing an agreed upon understanding of

(4)

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REPORT - Councilmember Treen
Resolution

73 racial equity principles to work towards antiracist policies and practices and to serve as
74 ambassadors of racial equity work.
75

Resolution 20-08 was introduced on and passed as amended by the Board of Health on 6/18/2020, by the following vote:

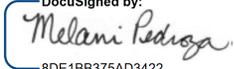
Yes: 13 - Dr. Daniell, Dr. Delecki, Ms. Honda, Ms. Kohl-Welles, Ms. Lambert, Mr. McDermott, Ms. Mosqueda, Mr. Lewis, Ms. Morales and Ms. Zahn
Excused: 1 - Mr. Baker

BOARD OF HEALTH
KING COUNTY, WASHINGTON

DocuSigned by:

6D0E6E444F08459...

Joe McDermott, Chair

ATTEST:
DocuSigned by:

8DE1BB375AD3422...

Melani Pedroza, Clerk of the Board

Attachments: None

(5)

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 8:
Budget Outlook
DISCUSSION

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

The COVID-19 health emergency has brought significant fiscal impacts upon cities due to the costs of emergency response to support individuals and business, and loss of revenue from the dramatic impacts of the emergency on the economy. At the July PIC meeting, members are encouraged to share how they are approaching budget shortfalls, actions taken to date, and expectations for the coming year.

In addition to substantial direct impacts to services provided by cities resulting from COVID-19, significant cuts will impact regional services that city residents rely upon. County programs supported by dedicated sales taxes funding, such as Metro transit and Mental Illness and Drug Dependency (MIDD) funded services, are especially impacted by the current recession. Declining revenue from a variety of sources will also impact county and state general funds. At the county level, the impacts of the current recession are mitigated to an extent by the relative stability of property tax collections, however, a slowing in new construction is expected to reduce previously forecasted growth in future property tax collections.

State and County Budget Outlook

Washington lawmakers are considering holding a special session in the late summer or fall to begin to address major revenue declines. The latest [economic forecast](#) by the Washington State Economic and Revenue Forecast Council, released on June 17, reports that the impact of lost economic activity from the COVID-19 crisis will extend for many years. The June forecast projects a reduction in revenues from pre-COVID-19 estimates of \$4.5 billion in the current biennium and \$4.4 billion in the next. Over half of the decrease is from declining sales taxes.

King County is similarly facing significant impacts from lost sales tax revenue. In total, the June [King County Economic and Revenue Forecast](#) from the Office of Economic and Financial Analysis projects significantly reduced sales tax for several years. As compared to the March 1, 2020 forecast, the county is projecting a decline in sales tax collections of 30.9% in 2020, 20.3% in 2021, and 15.8%. Total taxable sales are not forecast to surpass 2019 levels until 2024. Metro and the Mental Illness and Drug Dependency services are primarily funded by sales taxes and are facing projected sales tax declines of \$464 million (21%) and \$51 million (21%) respectively in the 2020-2022 biennium. Hotel tax collections are also projected to decline by \$42 million (37%) and car rental taxes by \$4 million (32%).

REPORT - Councilmember Treen

King County Metro

Metro relies on sales taxes for about half of its operating funds, with fares accounting for the next largest share of revenue. Both of these sources have seen significant declines that are anticipated to continue for some time. In total, Metro is projecting reduced collections from these two sources alone of over \$1.5 billion in the next ten years. Metro received \$242 million in CARES Act funding and is using fund balance and reserves to offset short-term losses, but that cannot be sustained into the future.

At the most recent Regional Transit Committee meeting on June 17, Metro reported that they are anticipating a deficit of more than \$2 billion by 2028 (this is up from pre-COVID projections that already anticipated a \$1 billion deficit in that timeframe). As a result, Metro is anticipating a 20-30% reduction in the bus service network, with half of the reduction attributable to service funded by the Seattle Transportation Benefit District if it is not renewed. On the capital side, Metro is projecting a 30-40% reduction, which will include reassessment of the Rapid Ride expansion program, the pace of fleet electrification, and other capital investments.

Metro has initiated temporary service reductions under the authority of the County Executive's emergency declaration. Additional service reductions can be anticipated to be developed over the summer and transmitted by Metro to the King County Council in late September, and again in March as part of the agency's regular service change schedule.

The reduced service levels projected by Metro will not only have immediate impacts on local mobility, but will also pose a challenge to long-range planning for growth in the region that is heavily dependent on concentrating growth in centers and other areas with access to frequent transit service. Members of the Regional Transit Committee emphasized with Metro the importance of actively engaging with cities as proposals are being developed.

Mental Illness and Drug Dependency (MIDD) Behavioral and Recovery Services

King County's MIDD is a countywide 0.1% sales tax that supports services for people living with or at risk of behavioral health conditions. The most recent King County economic forecast projects a 21% decline in MIDD sales tax revenue for 2020-2022 totaling over \$51 million when compared to the March 2020 forecast.

In 2020 alone, the MIDD budget is projected to have a shortfall of \$21 million, a 28.7% reduction from the March 2020 forecast. To address the 2020 shortfall, the county is considering a mix of using approximately \$7 million in reserve funds and implementing service reductions totaling just over \$12 million for the year.

Service areas proposed to see the most significant budget reductions include:

- 57% reduction (\$3.5 million) to the system improvement incentive pool, which supports system transformation within the integrated care network;
- Elimination of funding to support a new Peer Respite program focused on peer-delivered wellness and resiliency (\$2 million);

REPORT - Councilmember Treen

- 17% reduction (\$2 million) to therapeutic court services provided through the Adult Drug Court, Community Court, Juvenile Drug Court, and Regional Mental Health Court;
- 30% reduction (\$1 million) to wraparound services for youth;
- 22% reduction (\$900,000) to the Law Enforcement Assisted Diversion (LEAD) program;
- Elimination of funding to support behavioral health workforce development (\$800,000);
- 49% reduction (\$450,000) in crisis intervention training for first responders;
- Elimination of the Risk Awareness, De-escalation and Referral (RADAR) program, which seeks to decrease use-of-force incidents between police and individuals with behavioral health issues (\$400,000);
- 74% reduction (\$392,467) in the Youth Respite Alternatives program, which provides law enforcement with alternatives to detention.

A detailed list of proposed budget reductions is included in [Attachment A](#).

Next Steps

For more information, contact SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.



MIDD 2020 COVID 19-Related Budget Reductions

Initiative	Name	Description	Budget- 2020	
			2020 Original Budget	Approximate Reduction
ADMIN	MIDD Program Administration	This initiative provides funding for King County to administer all MIDD programs	\$4,467,734	\$200,000
TX-ADC	Adult Drug Court	This initiative offers structured court supervision and access to services for eligible defendants charged with felony drug and property crimes, providing comprehensive behavioral health treatment and housing services, along with employment and education support and peer services.	\$4,054,789	\$650,000
RR-07	Behavioral Health Risk Assessment Tool for Adult Detention	Behavioral Health Risk Assessment Tool for Adult Detention addresses the behavioral health needs of incarcerated individuals.	\$506,410	\$100,000
PRI-08	Crisis Intervention Training - First Responders	CIT trains first responders such as police, fire and medical personnel across the county to de-escalate difficult situations and crises.	\$912,317	\$450,000
TX-CCPL	Community Court Planning and Pilot	TX-CCPL, housed at Redmond Community Court, provides services and monitoring for individuals who come into the criminal justice system with high needs, but who are at low risk for violent offense, through an alternative problem-solving approach.	\$712,348	\$100,000
TX-FTC	Family Treatment Court	FTC focuses on children's welfare and families' recovery from substance use disorders through evidence-based practices to improve child well-being, family functioning, and parenting skills.	\$2,061,505	\$335,000
TX-JDC	Juvenile Drug Court	With the goal to reduce the likelihood of continued legal system involvement, and building on national guidelines for coordinated care, JDC provides an incentive-driven program to support youth struggling with substance use who had criminal offenses.	\$1,195,998	\$250,000
CD-01	Law Enforcement Assisted Diversion (LEAD)	LEAD diverts individuals engaged in low-level drug involvement and prostitution away from the criminal justice system and toward intensive, flexible community-based services.	\$4,131,868	\$900,000
CD-03	Outreach & In reach System of Care	This initiative delivers community-based outreach and engagement services to individuals with behavioral health conditions to reduce the use of crisis services, emergency departments, jails, crisis facilities and psychiatric hospitals.	\$445,883	\$100,000
SI-03	Quality Coordinated Outpatient Care	These funds are used as an incentive pool to support system transformation within the integrated care network.	\$6,111,190	\$3,500,000
RR-11c	Peer Respite	A one-time initiative, Peer Respite is designed to offer peer-delivered, non-clinical services that facilitate wellness and resiliency, increase self-efficacy and coping skills, and increase community inclusion and integration for adults experiencing behavioral health conditions who are able to voluntarily engage in services.	\$2,000,000	\$2,000,000
CD-18	RADAR (Risk Awareness, De-escalation and Referral)	RADAR seeks to decrease use-of-force incidents between police and individuals with behavioral health issues.	\$394,986	\$500,000
TX-RMHC	Regional Mental Health Court	Seeking to further individuals' stability, reduce legal system involvement, and enhance community safety, RMHC along with the Regional Veterans Court (RVC) serves people with behavioral health disorders during their involvement in the criminal legal system.	\$4,481,759	\$730,000
SI-04	Workforce Development	Workforce Development supports sustainable, systems-based approaches to behavioral health workforce development in King County and improves the county's ability to provide culturally appropriate, trauma-informed behavioral health services.	\$808,162	\$800,000
CD-15	Wraparound Services for Youth	These services engage children and youth and their families in a team process that builds on family and community strengths to support youth to succeed in their homes, schools and communities.	\$3,344,120	\$1,000,000
CD-16	Youth Respite Alternatives	This initiative provides law enforcement with an alternative to detention.	\$529,980	\$392,467
Total			\$34,702,808	\$12,007,467

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 9:**King County Regional Homelessness Authority****UPDATE****SCA Staff Contact**

Alexis Mercedes Rinck, SCA Policy Analyst, alexis@soundcities.org, (206) 495-5238; or, Deanna Dawson, SCA Executive Director, deanna@soundcities.org.

King County Regional Homelessness Authority Governing Committee Members

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

Update

The King County Regional Homelessness Authority (KCHRA) Governing Committee held their second meeting on June 18. During this meeting, the Governing Committee was briefed on efforts to provide staffing for members of the Governing Committee with lived experience of homelessness; discussed the process for hiring a CEO and voted to select a hiring firm to conduct the CEO recruitment process; voted to hold a special Governing Committee meeting with the Implementation Board and staff to undergo racial equity and anti-oppression training; reviewed the Interlocal Agreement; and affirmed the Governing Committee workplan.

In July, the committee is anticipated to vote on co-chairs, review draft bylaws for the committee, confirm the Implementation Board members, and review a racial equity assessment.

Background

The King County Regional Homelessness Authority (KCRHA), established by [Interlocal Agreement \(ILA\)](#) between King County and the City of Seattle in December 2019, is focused on homelessness crisis response and is charged with managing procurement for organizations that provide services to people experiencing homelessness or about to experience homelessness. The Governing Committee of the KCRHA serves as the primary oversight body and is responsible for evaluating and approving all plans for the Authority.

Update

At its second meeting on June 18, 2020, the KCRHA Governing Committee was updated by County staff on work to establish staffing for members of the Governing Committee with lived experience of homelessness. Currently, Lived Experience Leaders attend the KCRHA staff workgroup and must work on their own to prepare for meetings since they do not have staff to help them. The goal is that these leaders will have dedicated staff to help them prepare and serve on the Governing Committee akin to what the elected official members have. Per King County staff, the staffing is planned to be paid for by philanthropic donations.

REPORT - Councilmember Treen

The Committee was briefed on the process to recruit a CEO to lead the Authority, and selected a recruitment firm. The Committee was also briefed on the interlocal agreement forming the Authority, with a focus on the Governing Committee specified powers, the Implementation Board Composition Requirements, and pro-equity features. The Governing Committee voted to schedule racial equity and anti-oppression training for the Committee and the Implementation Board so that all members can better understand root causes to homelessness.

The Committee also voted to approve a Governing Committee Workplan. The Governing Committee will meet monthly throughout 2020 to help stand up the Authority. The current goal is for the Authority to be initially operational by January 2021.

The Implementation Board will be comprised of individuals with expertise in a variety of subject matters associated with homelessness response. SCA has authority to appoint two members (of 13 total) to the Implementation Board. Currently, staff from all appointing entities are working through a nominating committee to develop a recommended slate of candidates for the Implementation Board. It is expected that the Governing Committee will review and consider the recommendation at their next meeting on July 16 meeting.

For additional information on the KCRHA and its authority structure, please refer to the [May 13, 2020 PIC Packet](#).

Next Steps

The Governing Committee will meet next on July 16, 2020 at 10:00 AM.

For more information contact Alexis Mercedes Rinck, SCA Policy Analyst, alexis@soundcities.org, (206) 495-5238; or, Deanna Dawson, SCA Executive Director, deanna@soundcities.org, (206) 495-3265.

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 10:
Levies and Ballot Measures in King County
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Update

This is a monthly item on the PIC agenda to share information on recent and upcoming local levies and ballot measures in King County jurisdictions. Items identified as “potential future ballot measures” are under consideration or reflect potential renewal of an existing levy but have not been approved to be placed on the ballot and may not ultimately move forward.

On June 23, the County Council voted unanimously to place on the ballot in November a \$1.7 billion capital bond measure to support health and safety capital improvements at Harborview Medical Center.

The last day to file a resolution placing a measure on the November 2020 general election ballot is August 4.

In addition, the county recently initiated a process to renew the Best Starts for Kids Levy, which is set to expire at the end of 2021. An update on that process is included below.

Please send information on any upcoming measures affecting your city to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

Future Ballot Measures – Other Jurisdictions and Special Purpose Districts			
Year	Month	Jurisdiction	Measure
2020	August	Snoqualmie Pass Fire & Rescue	Authorization for continuation of benefit charges
2020	August	Mountain View Fire & Rescue	Operations levy at a rate of 30-cents per \$1,000 of assessed value
2020	August	South King Fire & Rescue	Maintenance and Operations levy at a rate of 19-cents per \$1,000 of assessed value
2020	November	Harborview Medical Center	\$1.7 billion capital construction bond measure*

*Requires 60% yes vote for approval with a minimum of turnout of no less than 40% of voters voting in the district at the last general election

Potential Future Ballot Measures – SCA Cities			
Year	Month	Jurisdiction	Measure
2020	November	Kirkland	Fire and Emergency Services Levy

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Potential Future Ballot Measures – Other Jurisdictions and Special Purpose Districts			
Year	Month	Jurisdiction	Measure
2020	November	Seattle	Transportation Benefit District Renewal
2020		King County	Road Levy Lid Lift (unincorporated King County)
2021		King County Library System	Operations levy of 50-cents per \$1,000 of assessed value, up from the current rate of 32-cents per \$1,000.
2021		King County	Best Starts for Kids Renewal

Best Starts for Kids Levy Renewal

The Best Starts for Kids Levy is set to expire December 31, 2021, and a levy development process has been initiated by the county with the expectation that a measure to renew the levy will likely go to ballot in Fall 2021.

The Levy was first approved by King County voters in November 2015 and raises an average of \$65 million per year to support services for King County families and children, from prenatal care throughout childhood and young adulthood. The levy costs the average King County property owner about \$1 per week.

Best Starts for Kids has four focus areas:

- Invest early: Support pregnant individuals, babies, very young children, and their parents during critical developmental years with a robust system of support services and resources that meets families where they are—home, community, and child care.
- Sustain the gain: Continue progress made with school- and community-based opportunities to learn, grow and develop through childhood, adolescence and into adulthood.
- Communities matter: Support communities to build safe, thriving places for children to grow up.
- Results focused & data-driven: Use data and evaluation to know what is working for kids and communities.

BSK has released two annual reports, one for [2016-2017](#) and the most recent one for [2018](#). Data on impact for 2019 can be seen [here](#).

[A motion](#) has been introduced and referred to the Regional Policy Committee to be reviewed at the July 8 meeting. If passed, the assessment report would provide recommendations on whether to revise goals and strategies; how the renewed levy could align and coordinate with the [Veterans Seniors and Human Services Levy](#), [Mental Illness and Drug Dependency Sales Tax Fund](#), or [Puget Sound Taxpayer Accountability Account](#); and whether the renewed levy should modify the role of the Children and Youth Advisory Board.

The assessment report will also include:

- an analysis of investments by geographic area
- an analysis of investments by strategy
- progress of levy implementation

REPORT - Councilmember Treen

- preliminary measurement of changes experienced by families and communities; and
- an analysis of the impact of investments in advancing equity and social justice

For more information about the Best Starts for Kids Levy or the development of a measure to renew the levy, contact Alexis Mercedes Rinck, Policy Analyst, alexis@soundcities.org (206) 495-5238

Next Steps

Please share this information with your city and provide information on upcoming elections in your city to SCA Policy Director Brian Parry at brian@soundcities.org or 206-499-4159.

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July 8, 2020
SCA PIC Meeting

Item 11:
Potential Upcoming SCA Issues
UPDATE

SCA Staff Contact

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Update

This is an ongoing, monthly PIC item noting issues that SCA members have asked to be brought to the PIC.

Potential Issues

The current COVID-19 crisis will have a substantial impact on SCA's ability to host educational and networking events.

Prior to the crisis, the SCA Board identified as policy priorities:

- Transportation
- Budget Challenges/Infrastructure Needs
- Homelessness
- Diversity/Equity/Inclusion

Upcoming SCA Webinars

SCA will be hosting a Racial Equity and Justice Series. The first panel discussion is scheduled for July 10, 2020, from 2:30 to 4:00 PM.

SCA will be hosting a training with Ann Macfarlane of Jurassic Parliament on holding effective online meetings.

Next Steps

SCA staff and Board would appreciate feedback from all our member cities on priorities, and on ideas for how to engage during the public health crisis when meetings must be held virtually.

If you or your city has feedback, please contact SCA Policy Director Brian Parry, brian@soundcities.org or 206-499-4159 or SCA Executive Director Deanna Dawson, deanna@soundcities.org or 206-495-3265.

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 12a:

SCA Letter Concerning Rate and Fee Increases

INFORMATION**SCA Staff Contact**

Brian Parry, Policy Director, brian@soundcities.org, (206) 499-4159

Update

At its June 17, 2020 meeting, the SCA Board unanimously adopted the following policy position:

The Sound Cities Association (SCA) urges King County and other entities to forego any increase in rates and fees until and unless all other options are explored and exhausted, in light of the COVID-19 public health emergency and the resulting economic impacts.

The Board further directed that a letter sharing the policy position be sent to the King County Executive and Councilmembers ([Attachment A](#)).

Background

At the May and June PIC meetings, members discussed proposed sewer rate and solid waste fee increases that could increase costs passed on to cities, local utility providers, and rate payers effective January 1, 2021. Concerns were expressed by numerous PIC members about the impact of increasing fees in light of the COVID-19 pandemic. In June, PIC recommended to the SCA Board of Directors a policy position stating, "The Sound Cities Association (SCA) urges King County and other entities to forego any increases in rates and fees in light of the COVID-19 public health emergency and the resulting economic impacts." Additional background on the sewer rate and solid waste fee can be found in the [May 13, 2020](#) and [June 10, 2020](#) PIC Packets.

At both PIC and the Board, there was discussion about certain instances in which a rate increase may be warranted (such as when an increase is necessary to protect public health and safety). The Board noted that the intent of the position statement was to urge the county and other entities to exhaust all options before raising rates or fees. Accordingly, the Board adopted the following policy position:

The Sound Cities Association (SCA) urges King County and other entities to forego any increase in rates and fees until and unless all other options are explored and exhausted, in light of the COVID-19 public health emergency and the resulting economic impacts.

The Board further directed that a letter sharing the policy position be sent to the King County Executive and Councilmembers ([Attachment A](#)).

Next Steps

For more information, contact SCA Policy Director Brian Parry at brian@soundcities.org or (206) 499-4159.

REPORT - Councilmember Treen



SOUND CITIES ASSOCIATION

38 Cities. A Million People. One Voice.

2020 Board of Directors

June 18, 2020

President
Dana Ralph
Mayor
City of Kent

RE: Rates and Fees

Vice President
Ed Prince
Councilmember
City of Renton

Dear Executive Constantine and County Council Chair Balducci:

Treasurer
Jeff Wagner
Mayor
City of Covington

As you know, the COVID-19 crisis is hitting our cities, the County, and our residents hard. King County residents filed 390,144 new unemployment claims from March 1 through June 6, 2020. Unemployment is at nearly 15% countywide and has hit many communities even harder. Some South County communities are facing unemployment rates of 40%, and communities of color are being hit hardest of all.

Secretary
Amy Ockerlander
Mayor
City of Duwall

In response to this health and economic crisis, we have stepped up to help residents in need. Cities and the County are providing food and rental assistance to our residents, and we have eviction bans in place. The County and many cities are deferring collection of taxes. Utilities are providing assistance programs to residents in need and are not shutting off service due to non-payment. We have come together to do these things because we know the hardships that our residents are facing.

Immediate Past President
Leanne Guier
Mayor
City of Pacific

For this reason, at our June 17, 2020 meeting, the Sound Cities Association Board unanimously adopted a position urging King County and other entities to forego any increases in rates and fees until and unless all other options are explored and exhausted, in light of the COVID-19 public health emergency and the resulting economic impacts.

Angela Birney
Mayor
City of Redmond

James McNeal
Councilmember
City of Bothell

Mary Lou Pauly
Mayor
City of Issaquah

Wendy Weiker
Deputy Mayor
City of Mercer Island

Nancy Backus
Mayor
City of Auburn

Jan Molinaro
Mayor
City of Enumclaw

Christie Malchow
Deputy Mayor
City of Sammamish

Laura Philpot
City Manager
City of Maple Valley

We recognize that foregoing rate and fee increases may have an impact on programs of work that have been planned. Many of our cities are in the position of facing severe revenue shortfalls due to COVID-19 and are having to make many deep cuts to services. While these cuts are painful, we know that they are necessary to avoid placing additional burdens on our residents when they cannot afford even small increases.

We urge you to work with County departments to ensure that rate and fee increases are avoided during this crisis. If you have any questions, please do not hesitate to contact me, or our Executive Director Deanna Dawson.

Sincerely,

Dana Ralph
President, Sound Cities Association

Executive Director
Deanna Dawson

Cc: King County Council
SCA Board of Directors

Sound Cities Association
6300 Southcenter Blvd., Suite 206
Tukwila, WA 98188
(206) 433-7168
SCA@SoundCities.org
www.SoundCities.org

SCA PIC July 8, 2020
Attachment 12a.A: Letter to County

REPORT - Councilmember Treen



July 8, 2020
SCA PIC Meeting

Item 12b:

Legislative Priorities – Potential Special Session in 2020

INFORMATION

SCA Staff Contact

Brian Parry, SCA Policy Director, brian@soundcities.org, (206) 499-4159

Update

At its meeting on June 17, the SCA Board of Directors adopted legislative priorities in anticipation of a potential special session in 2020 of the Washington State Legislature to address the impacts of COVID-19. The adopted priorities were recommended by PIC in June. Members are encouraged to contact their legislative delegation to communicate these priorities and the important role cities serve in responding to the emergency and driving statewide economic recovery.

Attachments

- A. [Proclamation of Commitment to an Inclusive Community that Rejects Stigma and Bias Related to COVID-19](#)
- B. [Sample Letter for Communicating Priorities to Legislators](#)

Next Steps

PIC members are encouraged to contact their legislators to share the important work of cities in responding to the COVID-19 emergency and future economic recovery. For more information, contact SCA Policy Director Brian Parry at brian@soundcities.org or (206) 499-4159.

REPORT - Councilmember Treen



SCA 2020 Legislative Priorities Related to COVID-19 Response and Relief

As the Legislature considers necessary actions to address the impacts of COVID-19 on our state, SCA asks that priority be given to support for cities and towns in the following areas:

Financial support

- Maintain critical state shared revenues that provide funding for essential public services.
- Provide fiscal relief to cities hard hit with costs for emergency response and loss of tax revenue.

Fiscal flexibility

- Provide flexibility within existing restricted revenues to allow cities to use funds where they are most needed right now.

Regulatory relief

- Continue the emergency action taken by the Governor to provide flexibility on deadlines for permitting and land use timelines. Cities hard hit by this emergency may still be experiencing staffing shortages and back-logs that will impact their ability to comply with typical statutory deadlines.

City-owned utility support

- Allow city-owned utilities that have waived late fees and shut-offs and extension of their ability to collect outstanding debt so that they can work with rate payers to extend payment plans without impacting the financial viability of the utility or raising rates on other customers.
- Provide funding to help offset losses related to forgiving late fees and delinquent accounts for those customers hard-hit by the emergency.

Economic stimulus

- Investing in public infrastructure projects is one of the best ways to support economic stimulus as infrastructure investments have a positive economic multiplier with the creation of family-wage jobs and support increased economic activity.

Cities also support efforts to help the most vulnerable residents and our small businesses

- Cities support programs to provide emergency rental assistance and emergency housing.
- Cities support programs to provide emergency assistance to small businesses.

Sound Cities Association
6300 Southcenter Blvd., Suite 206
Tukwila, WA 98188
(206) 433-7168
SCA@SoundCities.org
www.SoundCities.org

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SCA PIC July 8, 2020
Attachment 12b.A: SCA 2020 COVID Legislative Priorities

REPORT - Councilmember Treen

Sample Letter

Members are encouraged to add examples and stories from your city to help communicate the impact of COVID-19 and the important role of cities in emergency response and long-term recovery.

The Honorable _____
Washington State Senate/Washington State House of Representatives
PO Box _____
Olympia, WA 98504

Dear _____

On behalf of the City of _____, I am writing to urge you to support the necessary, unique, and vital role cities serve in responding to the COVID-19 crisis and driving statewide economic recovery.

As you know, the COVID-19 crisis is hitting our cities, the state, and our residents hard. Cities, with support from the state, have stepped up to help residents in need by providing food and rental assistance, providing grants to suffering small businesses, freezing evictions, deferring collection of taxes and utility payments, and more.

Cities have been impacted significantly due to the costs of emergency response and loss of revenue from the dramatic impact the emergency has had on the economy. Regardless of these impacts, cities are committed to partnering with the state to keep our communities safe and to build a vibrant, inclusive, and prosperous future for all our residents.

As the Legislature considers convening a special session to take necessary actions to address the impacts of COVID-19 on our state, we urge you to support the important work of cities. That is why we joined our fellow King County cities through the Sound Cities Association, representing more than 1.2 million residents, in urging your support for the attached legislative priorities.

Thank you for all of your work on behalf of the people of Washington State. Working together, we can respond to this crisis and build a better future for our communities.

Sincerely,

Title