City of Sammamish

Bike & Pedestrian Mobility Plan Public Hearing Q&A

1. Measurable goals should measure outcomes or value to residents. How can we implement measurable outcomes?

   As part of the planned 2025-2026 Transportation Master Plan (TMP) Update process we will be developing multimodal level of service metrics which is also a requirement of the GMA for the 2029 5-year Comprehensive Plan update.

   We plan to propose metric options for implementation with 6-, 12- (new), and 20-year transportation capital plans, which will be updated in the TMP Update. The TMP Update will also include funding strategies that are required to meet different metrics within different timeframes. The Bike & Pedestrian Mobility Plan is needed to inform the TMP Update.

   While there is a requirement for developing multimodal level of service metrics, the State has not provided guidance on exactly what the metrics should include therefore the City's TMP Update project team will develop several options for metrics in 2026.

2. We should not call out Town Center - just call out access to commercial centers.

   Comment noted. Town Center is called out specifically because it is developed with different Sammamish Code requirements than the other commercial areas in the City. The density in Town Center is generally more dense and lends itself to having different pedestrian and bike recommendations from other areas in the City. Symbolizing Town Center as a commercial area in maps was discussed but decided against since Town Center also contains civic and residential land uses.

3. Can you please share all crash data, not just serious injuries. In the document, you don't consistently share where the serious injuries occur. Should we also include resident complaints, particularly on 228th at the intersection with the Crest?

   Crash data is only provided for those instances that are reported to the police department, which is the information that has been provided with this report. We

review numerous data sources when reviewing specific locations and intersections, including police reports/coordination, MySammamish requests, staff observations, etc. For the Bike & Pedestrian Mobility Plan, the Social Pinpoint Map that was available to the public to provide their concerns and comments did not receive any comments related to the area of The Crest and 228th/Sahalee Way. Comments from the Bike & Pedestrian Mobility Plan will also be shared with the Sahalee Corridor Project team.

4. Are levels of service officially implemented so that any new development will have to meet these? If so, we should find a way to call that out. People don't realize what developers are required to do and not required to do and we should point out that they will have to meet these standards, if that is the case.

   The multimodal level of service was formally adopted through the adoption of the TMP in December 2024. This Plan is utilizing the level of service (LOS) already adopted to make recommendations for improvements to the pedestrian and bicycle facilities throughout the City along the priority network also established through the TMP adoption. The TMP, this Plan, other City Plans, and stakeholder engagement will inform the Public Works Road Standards and ROW Code Update process that is in its beginning stages so that clear requirements can be provided regarding what is required for future development throughout the City. In addition, the City will evaluate the percentage of each project's eligibility to utilize transportation impact fees with the TMP Update and Impact Update.

5. If buffers are usually 2' to 4', why are 5' and greater buffers proposed on the Sahalee Way Corridor Project?

   Table 12 in the Bike and Pedestrian Mobility Plan indicates the buffer for a shared use path is a minimum of 2-feet. This is a practical physical minimum dimension – just enough so that users don't feel that traffic spray or truck mirrors are right on top of them. A separation of a wider planter strip and a curb is better at providing meaningful distance from traffic and lowering stress and keeps more users in the more comfortable LTS 2 range.

6. Why are e-scooters treated differently and inconsistently from e-bikes?

   The basis of the recommendations on e-scooters and e-bikes is state RCWs. - scooters are being addressed in this Plan separately from e-bikes to stay consistent

with RCW and existing city regulations/policy. These recommendations are also consistent with peer cities that were reviewed which include Tacoma, Mercer Island, and Seattle . This will be further explored by staff and consultant team and refined through the Public Works Road Standards and ROW update. For example, there may be an opportunity to develop a shared use path standard that would allow for both e-scooters and e-bikes.

Table 13. E-Scooter/E-Bike Recommendations in the Draft Bike and Pedestrian Mobility Plan is being turned into two tables. The first one will clearly illustrate what is currently allowed today based on RCW, City Code, and/or City Policy. The second table will include recommended changes to City Code and/or City Policy for use of these various modes of transportation. The color-coding will be removed and footnotes/bolding will be used instead

7. How are projects are identified on the Priority Bicycle and Pedestrian Network using the criteria identified in the Plan?

   The Plan uses Geographic Information Systems (GIS) software to score the Priority Bicycle and Pedestrian Network on eleven different criteria related to walking and bicycling needs. The eleven criteria are listed in Table 16 of the Plan and include criteria such as facility gaps, traffic stress, level of service and proximity to destinations such as transit, commercial areas and schools. An example of a top scoring project is SE 30th Street between 228th Avenue and 224th Avenue. The project scored highly given the infrastructure gap on the north side of the road and the proximity to schools, commercial areas and bus route #269 and the South Sammamish Park-and-Ride. Additionally, the project improved the roadway's level of traffic stress. Given SE 30th is a Collector Roadway, adding a 6-foot sidewalk and a 5-foot bike lane would shift the LTS from 3 to 2 for both bicyclists and pedestrians. The combination of these benefits resulted in a high composite score for the project in GIS which is shown in Figure 40 which is a composite scoring map of the eleven criteria along the Priority Bicycle and Pedestrian Network. City staff worked with the Plan's consultant to refine project borders based on the map and develop the top 10 project list.

   The top 10 Bicycle and Pedestrian Priority Network project list will ultimately be scored using the Transportation Improvement Plan (TIP) project evaluation criteria. Top scoring projects will be considered for funding in the update to the 2027-2032 TIP. Projects that do not score competitively in the TIP will be considered for

programming in either the 12-year constrained project list (proposed to be created in the 2026 TMP Update) or the unfunded 20-year project list in the Transportation Master Plan.

8. Why is aesthetics a reason to do one of these projects, when we have so many areas that need this work for connectivity?

   This Plan references the existing and council approved TIP criteria. Recommended changes to the TIP Scoring Criteria were focused on bicycle and pedestrian considerations.

9. How did the project team determine the order of projects? Can we focus on school zones first, particularly in the high traffic zones that create backups, etc?

   The Bicycle and Pedestrian Mobility Plan was scoped to identify projects throughout the Priority Network that was established through the TMP adoption in December 2024. Top 10 Project List was created in part by conducting GIS analysis of specific evaluation criteria that is detailed in Table 16 of the Plan. The goal of the project list is to identify bicycle and pedestrian projects that address the greatest needs for comfort, safety, and connectivity that compliment the existing 2025-2030 TIP projects rather than duplicating them.

   In addition, staff recognized a need to take a more focused look at school access projects throughout the City rather than just along the priority network which is why we also have a Top 5 School Zone Safety Project List. Both sets of projects will be evaluated for programming in future TIPs using the TIP evaluation criteria.

10. For project #6, is the City already doing a road project on part of this segment due to the sinking roadway? If so, how is the City incorporating both projects for cost efficiency?

   The City is currently monitoring settlement along segments of this roadway, and the East Lake Sammamish Parkway Road Stabilization Project is currently in design phase, with planned construction in 2027. At this time, the project limits do not overlap, but the recommendations from the Bike & Pedestrian Mobility Plan were shared with the Capital Projects Engineering team.

   The scope of the Bicycle and Pedestrian Mobility Plan focused on project identification and prioritization methodology. The Plan does not develop a funding

approach, since projects identified in the Plan will be re-evaluated and scored against the TIP scoring criteria during the 2027-2032 Capital Improvement Plan process and the TMP Update (2026) to understand where they best fit. Depending on how the project scores and funding and resource availability, the projects will be placed on the City's 6-year list, proposed 12-year constrained project list (list being considered to be created through the TMP Update process), or on the 20-year unconstrained project list in the TMP. This process of determining where projects best fit will explore approaches for constraining the unfunded project list, allocating funding amongst ongoing programs and identifying funding sources, constraints, and flexibility. Additionally, any project will be combined and timed with other existing projects as applicable so as not to duplicate work or costs. Larger projects will be implemented through a phasing plan.

11. Does the criteria address 228th, particularly middle and high schools along 228th?

Enhancing mobility options along 228th Avenue SE in the vicinity of the schools is being addressed in a few different planning projects given the multi-modal nature of the issue:

- *The Bicycle and Mobility Plan identified project #9 which focuses on adding signage and striping to the existing shared use path on 228th Avenue SE to make bicycling and walking safer through specifying the facility is shared.*
- *The Transit Access Enhancement Study (2026) will also look at crosswalk and bus stop enhancement needs in the corridor.*
- *The TMP Update (2026) will also look at mobility hub needs in this corridor as well.*
- *Lastly, staff regularly meets with King County Metro, Sound Transit, and the School Districts within Sammamish where we discuss options for how we might encourage students to utilize transit in this area.*

12. Has the City optimized the lights around the schools at drop off and pick up times?

Traffic signal timings are optimized throughout the city. The optimization takes into consideration traffic volume on all approaches. For signals at schools, the focus of the optimized timing is the drop off times as they typically coincide with the home-work traffic, thus resulting in the heaviest traffic. Signals at intersections along 228th Ave are connected and optimized through an adaptive signal system, prioritizing traffic on the main road (the heaviest) over others. Other signalized intersections,

not connected to the adaptive signal system are optimized through signal timing plans.

We regularly coordinate with all the schools and districts about bell times and changes so we can program school zone flashers and adjust signal timings, if needed.

13. Flawed Project Funding Assumptions The report assumes full funding for all projects listed in the 2025–2030 Transportation Improvement Program (TIP). This unrealistic assumption led to the exclusion of necessary improvements—such as those for Sahale Way/228th Avenue Corridor—based solely on TIP inclusion, without evaluating actual funding status or project readiness.

    Throughout the Plan it has been stated that the 2025-2030 Transportation Improvement Plan (TIP) projects were considered to either be partially or fully funded however the actual funding is determined through the City's Biennium Budget Process. Additionally, this Plan is providing recommended projects that do no duplicate projects already known and identified by the City on the 2025-2030 TIP.

    The Sahalee Way Corridor project is well underway and is a more detailed evaluation and refinement for work to be completed to improve the transportation network of that corridor, therefore it was not included as a preliminary high-level project in this Plan.

14. Speeding and crossings despite being top concerns raised by both the City Council and the public, the report fails to propose targeted solutions for vehicle speeding and safe pedestrian crossings on arterials and collector roads. These issues demand specific, actionable strategies to improve safety.

    The scope of this project was not to reassess and give recommendation on roadway speeds. Roadway speeds were considered for understanding the types of facilities necessary to reach various level of traffic stress (LTS) scores. Additionally, staff will be undertaking a crosswalk study starting in Q4 of this year utilizing the recommendations for crosswalks that are provided in both this Plan and the 2024 Transit Plan.

    The Bike and Pedestrian Plan produced a list of priority projects. Safety considerations and analysis is an integral part of the design and implementation of

any project. Speed is a safety factor that will be considered in the design stage of each priority project. Current speed data do not support the notion that Sammamish streets have speeding problems.

15. The report leans heavily on Washington State DOT standards, overlooking nationally recognized best practices and innovative approaches from other cities and local agencies that have successfully addressed non-motorized mobility challenges.

    Through the adoption of the TMP in December 2024, the Bicycle and Pedestrian LOS and LTS were established utilizing WSDOT guidance, which is consistent with industry best practices. While the LOS and LTS guidelines provide a multimodal framework, the framework still allows innovative approaches and solutions that can be utilized throughout the preliminary engineering and engineering of a project allowing for flexibility in design.

16. Missed low-cost opportunities proven, cost-effective measures—such as radar speed signs, creative traffic calming techniques, and shoulder-to-walkway conversions—are notably absent. These tools have demonstrated success in improving safety and should be considered in the final plan.

    Evaluating and recommending radar speed signs and/or traffic calming techniques was not part of the scope of this Plan. The Plan provides long-term facility recommendations that can be considered for implementation into the Public Works Road Standards and ROW code update work allowing for consistent design and build-out of bicycle and pedestrian facilities. Meeting LTS 2 and/or LTS 3 were set as goals and there could be instances where it may not be met due to, including but not limited to, existing infrastructure, cost, critical areas, and ROW availability.

    Traffic calming measures, if deemed needed by data driven engineering analysis, will be considered, per location, in the design stage of each bike and ped project.

17. The report relies heavily on no-buffer sidewalk designs, which fail to provide stress-free conditions for pedestrians and bicyclists. This outdated approach compromises comfort and safety, especially along high-traffic corridors.

    The TMP adoption in December of 2024 set the LTS goal for the priority network to either be a LTS 2 or LTS 3 depending on the type of roadway classification. For example, you could accomplish by providing an 8 ft sidewalk with no buffer or a

narrower sidewalk with a buffer. Depending on the type of arterial, there is flexibility at the design stage of a project to determine the most appropriate type of sidewalk to meet the intended LTS. The Plan provides guidelines for how the City could achieve LTS 2 or 3, which consist of numerous tools that have a common goal to provide facilities that will reduce the traffic stress for both bicyclists and pedestrians.

18. The report lacks analysis of existing crossing infrastructure and fails to offer specific recommendations to address current deficiencies. To ensure meaningful improvements, the plan should establish clear parameters for crossing design—such as well-protected, fully controlled, and appropriately spaced crossings—that prioritize pedestrian safety and comfort across all major corridors.

    The Bicycle and Pedestrian Mobility Plan establishes crosswalk spacing guidance in different density contexts for the City. The City will be conducting a Transit Access Enhancement Study (2026) to help prioritize crosswalk locations along transit at a high level. Specific design recommendations are not included in either plan given more detailed crosswalk recommendations require engineering assessments at specific locations which is too detailed for a citywide plan.

19. While the report includes numerous tables and maps, several are difficult to interpret and lack clarity. This limits accessibility for stakeholders and reduces the effectiveness of public engagement.

    City staff amongst multiple departments have reviewed and provided feedback to the consultant throughout the process to address legibility of tables, maps and figures. Specific figure references and concerns would be needed to address this comment further.

20. Speeding was identified as a top safety concern by residents. Why doesn't the report include any speed reduction strategies in its recommendations? This omission undermines the plan's ability to address one of the community's most pressing issues.

    The scope of this project was not to reassess and provide recommendations on roadway speeds. Roadway speeds were considered for understanding the types of facilities necessary to reach various level of traffic stress (LTS) scores. Current speed data does not conclude that Sammamish streets have speeding problems.

Speed is a safety factor that will be considered in the design stage of each project on the priority list.

21. Although the project received substantial public input during earlier phases, why wasn't the final version of the plan shared with the public for review prior to its presentation to the City Council? This lack of transparency risks eroding public trust and missing critical feedback.

    The latest draft of the Sammamish Bicycle and Pedestrian Mobility Plan was released in various ways to the community beginning on September 22nd when the SEPA Determination of Non-significance was published in the Seattle Times and on the City Public Notices page. The draft plan was an attachment to that notice. Also, on September 22nd the Notice of Public Hearing was published in the Seattle Times and on the City Public Notices page indicating that the draft plan would be available with the Agenda Packet. Additionally, the draft plan was uploaded to the Bicycle and Pedestrian Mobility Plan project webpage and listed at the top of the Related Links section of the page.

22. Geographic equity planned improvements appear concentrated in southern Sammamish, leaving other neighborhoods underserved. A balanced approach is needed to ensure equitable distribution of resources and benefits across all areas of the city.

    The Top 10 Projects were selected by utilizing a set of criteria described in Table 16. Evaluation Criteria evaluated utilizing GIS tools. The intent of the Top 10 Projects is to address the greatest needs for comfort, safety and connectivity throughout the Priority Network without duplicating projects that are currently known and are called out in the 2025-2030 TIP. The School Zone Safety analysis expanded the project list by looking at areas around schools that are not located within the Priority Network; the Top 5 Projects have been included in this Plan as Table 17. Additionally, the Sahalee Way Corridor Study Project is an existing and on-going detailed analysis of the corridor that will lead to a project recommendation in that area. If you take all of the above into consideration, projects are spread throughout the entire City.

23. East Lake Sammamish Non-Motorized System (BP #6). The proposed $2.9 million improvement for East Lake Sammamish focuses primarily on trail connections; why

doesn't it address broader pedestrian and bicycle mobility needs such as safe crossings, sidewalk upgrades, or traffic calming measures?

This approach was taken to capitalize on the existing East Lake Sammamish Trail instead of proposing bike lanes and sidewalks in that same corridor that is already served by the 12-feet paved shared use path. The decision to focus on increasing access to the trail was made as a cost-effective approach given the cost of corridor improvements and the desire to invest in corridors with more substantial infrastructure gaps instead.

24. Why doesn't the report clarify whether any of the proposed non-motorized projects would be eligible for funding through developer-paid impact fees or concurrency contributions? This is a critical omission, as such funding sources could play a vital role in advancing pedestrian and bicycle infrastructure without relying solely on limited City budgets.

The scope of the Bicycle and Pedestrian Mobility Plan focused on project identification and prioritization methodology. The Plan does not develop a funding approach; following the Plan adoption, the projects will be re-evaluated and scored against the TIP scoring criteria and placed into the 2027-2032 Capital Improvement Plan or on the 12-year or the 20-year capital improvement list as part of the TMP Update in 2026. As part of the TMP Update, the 6-year list, the proposed 12-year constrained project list , and the 20-year unconstrained project list will include approaches for constraining the unfunded project list, allocating funding amongst ongoing programs and determining potential funding sources.

Currently the City is conducting an impact fee analysis in which for Transportation Impact Fees (TIF) it is being considered that they will be measured per person trip instead of per vehicle therefore most non-motorized projects will be eligible for funding by TIF. Concurrency fees are specific to concurrency review when a project is submitted for preliminary review and do not apply to the physical development of the transportation network.

25. Were bike clubs reached out to?

A robust public outreach was done with numerous flyers posted at public places such as local coffee shops, YMCA, Library, and City Hall. Email notifications were sent to well over 300 contacts including but not limited to, local religious

organizations, schools, civic businesses, HOAs, government agencies and utilities. Staff will work to coordinate with bicycle clubs as we move forward with the TMP Update work, the Public Works Road Standards & ROW Code Update, and with specific projects.

26. Why are we not proposing to stripe ELSP to create bike lanes on each side? Need a place for e-bikes because they are too fast for the ELST.

    When the City considers striping, there are numerous factors that are evaluated, including road access points, potential collision points, safety for all road users, standards, and roadway/facility physical characteristics (slope, width, condition, drainage, visibility). Unfortunately, it is not as simple of a solution as just adding striping to the shoulders along East Lake Sammamish Parkway to provide for bike lanes. There are challenges due to the number of driveways and road access points that intersect with the Parkway. Additionally, there does not appear to be sufficient right-of-way/shoulder width available along the entire corridor to provide for the 5 feet necessary to allow for a bike lane on each side of the Parkway.

27. Do we know the routes that bicyclists take through the city and where they are going?

    The only data the City currently has related to bicycle counts is at main intersections during the AM an PM peak periods. In order to collect this additional data, the City would need to conduct a survey which will have additional associated costs and would need to be added to the work plan.

28. Have you looked at utilizing wildlife corridors for bike and pedestrian trails?

    The Plan's school access analysis identified potential shared use path opportunities in pipeline and utility corridors that have potential for this dual purpose.

29. Was adding bike facilities to the west side of 228th considered?

    Staff and the consultant team did discuss the possibility of adding bicycle facilities to the west side of 228th Avenue SE along the same 2-mile stretch of roadway where the shared use path currently exists on the east side of 228th Avenue SE. Preliminary consideration identified a number of potential hurdles to adding a bike facility which included:

- *Not enough existing right-of-way to add an additional 5-8 feet for a bicycle facility;*
- *The need to remove the entire landscaping strip and trees along the existing sidewalk to replace with a bicycle facility;*
- *Many existing utilities in the existing landscaping strip that would inhibit the full use a of a newly added bicycle facility in place of the landscaping strip; and*
- *Potentially removing the center landscaping islands so that the roadway lanes could be reconfigured to allow for a bicycle facility to be added within the existing right-of-way*.

These are all options that would be costly and need further evaluation by our Capital Projects Engineering team and Traffic team.

30. How does the City address Vision Zero and safety planning?

The City's approach with transportation safety planning has been to integrate safety into our plans, project identification, project designs and project scoring given the relatively low number of incidents for the City's size (The TMP showed 11 serious injuries and 0 fatal crashes in the 2018-2022 period). This approach was utilized in the Bicycle and Pedestrian Mobility Plan with the social pinpoint map and crash data informing project identification and being a variable in project scoring as well. The Plan focused on fatal/severe and bicycle/pedestrian crashes as a means to weight the types of crashes that were more relevant to this plan and/or severe in nature. Broader crash dated is evaluated and referenced in various transportation planning processes throughout the City. Additionally, the City routinely monitors observed speeds against posted speed limits as part of identifying needed improvements.

31. Should the GIS criteria for bicycle and pedestrian facilities on one side vs no sides of the road be reassessed?

Staff agrees that the weighted scoring for the GIS criteria for bicycle and pedestrian facilities on one side vs no sides of the road should be reevaluated. We anticipate doing this in the first half of 2026 at the same time that the top ten projects from the Bicycle and Pedestrian Mobility Plan are being further evaluated for consideration of inclusion in either the 2027-2032 6-year CIP, the 12-year constrained project list (to be created during the TMP Update process), or the 20-year unconstrained project

list. The existing top ten projects are a starting point for consideration, and it is expected that the project descriptions and priority will evolve over time.

32. Sammamish Landing Crossing on ELSP backs up traffic…has that been looked at for other options like a pedestrian bridge?

    Staff discussed this crossing with the consulting team when we were evaluating East Lake Sammamish Parkway for potential crossing and connection opportunities to the East Lake Sammamish Trail. For the purposes of our evaluation, it was determined that we were looking for new crossing opportunities only therefore there was no further consideration of the Sammamish Landing Crossing because it is an existing crossing providing access to the East Lake Sammamish Trail.

33. Can the City make connections through cul-de-sacs for better access?

    The Plan's school access analysis identified a project in the top five list (Project SA 5) is a sidewalk and connection project that would not only include adding connectivity but would also make a new road connection by connecting 235th Ave NE and 26th Ave NE to NE 14th Street. Several other similar connector projects were identified in the school access analysis that did not score in the top 5 but are reflected in Figures 42-44. Further work is planned for the TMP Update to evaluate potential connection points throughout the City including looking at cul-de-sacs.