

HOW KIDS MOVE!

Samridhi
Maheti
Alessandro
Biking!



ORIGINALLY PUBLISHED NOVEMBER 2019
UPDATED MARCH 2020

Transportation Master Plan

Outreach Summary

CITY OF SAMMAMISH
PUBLIC WORKS

walking w/ music by Arya
-Kathrine
Bike

Maddy
Prisha

Sanaya

Rosh

Rio
Ellie

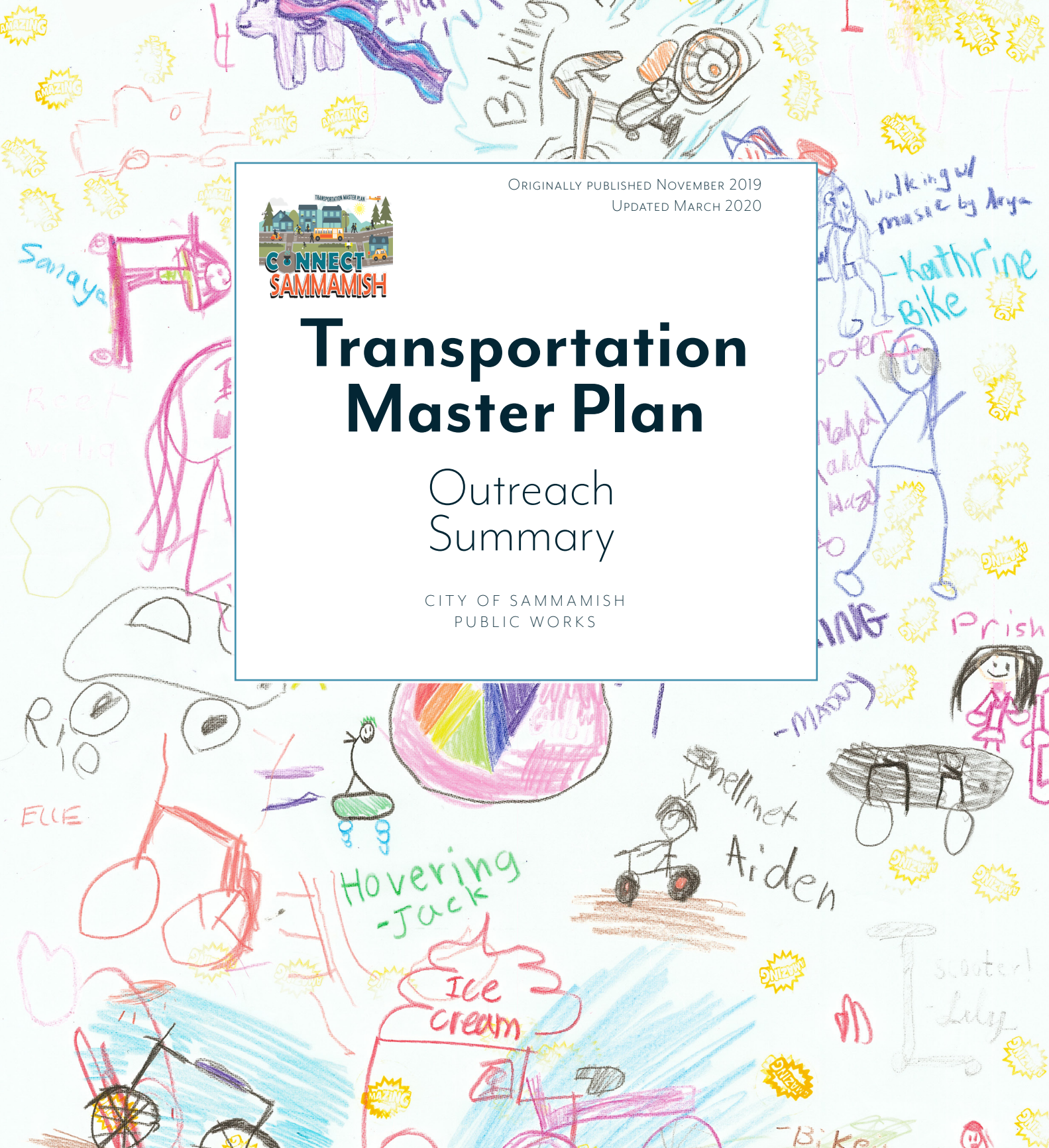
Hovering Jack

Helmet Aiden

Ice cream

skater! Lily

-Bike



Transportation Master Plan Outreach Summary

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

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

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



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OUTREACH

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



Public Workshop at Beaver Lake Lodge

Workshops Across the City

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

Establishing Goals

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



Public Workshop at Blackwell Elementary School

GOALS AND OUTCOMES

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

The outreach goals and outcomes are as follows:

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

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

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

MARKETING THE TMP

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

HOW WE
 REACHED OUT

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

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

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

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

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

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

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

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

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



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

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

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

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



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

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

HOW WE REACHED OUT



PRIMARY ONLINE COMMUNICATION
CITY OF SAMMAMISH
FACEBOOK PAGE

6,000+
Followers

4
Paid
Advertisements

25+
Scheduled
Facebook
Posts



REACHED OUT TO WHERE PEOPLE ALREADY ARE
POP-UP EVENTS

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



DOORHANGERS
PLACED PHYSICAL
ADVERTISEMENTS

21,000+
Homes

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



CONNECT SAMMAMISH
ONLINE SOURCE OF
UP-TO-DATE
INFORMATION

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



TWITTER/
NEWSLETTER
SECONDARY
ONLINE PRESENCE

6,000+
Followers

12
Posts

181
Total
Link Clicks



WHO WE REACHED

WHO WE REACHED ONLINE

35%

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

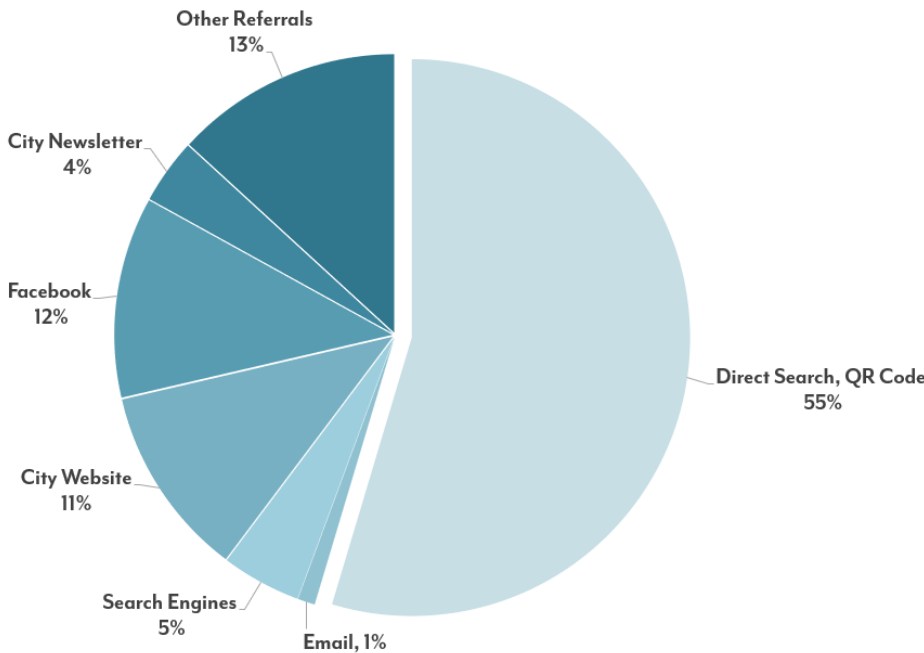
67%

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

92.4%

Of the people who engaged on Connect Sammamish are homeowners.

SOURCES OF ONLINE TRAFFIC



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

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

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

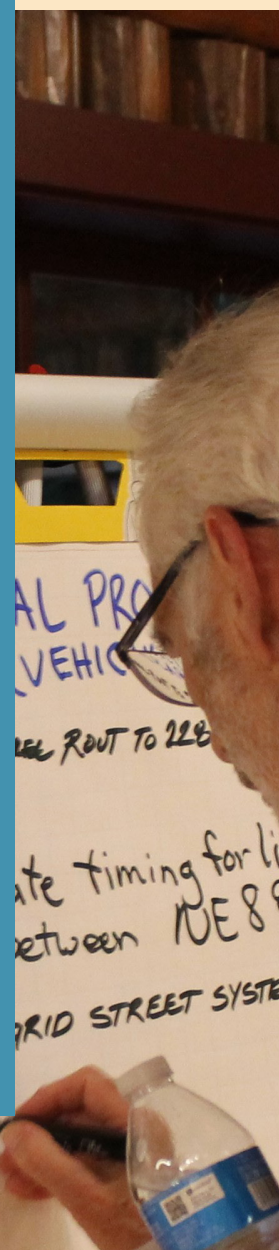
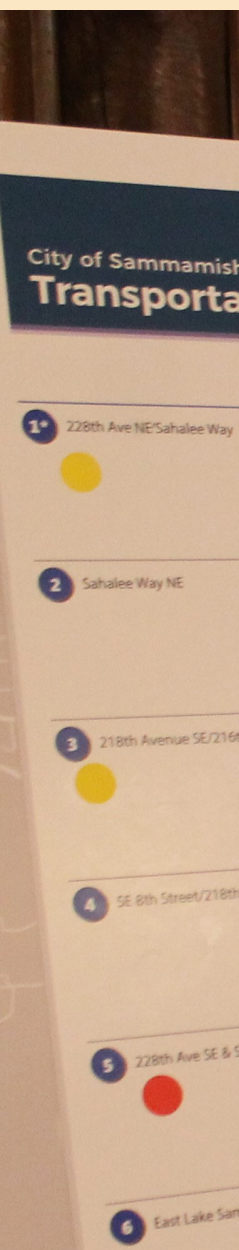
ACCOMPLISHMENTS

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

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

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

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



WHO WE
REACHED

OUTREACH *BY THE NUMBERS*

HOW MANY PEOPLE WE REACHED AND WHERE



Stakeholder Meetings
Meeting with City Identified Stakeholders



4 Pop-Ups
Meeting people where they already are



3 Workshops
Located in different areas of Sammamish



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



Social Media
Average reach per post for TMP campaign





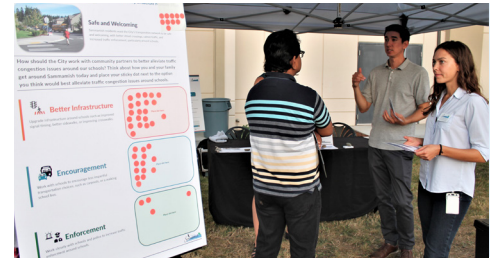
Meeting with groups

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



Workshops

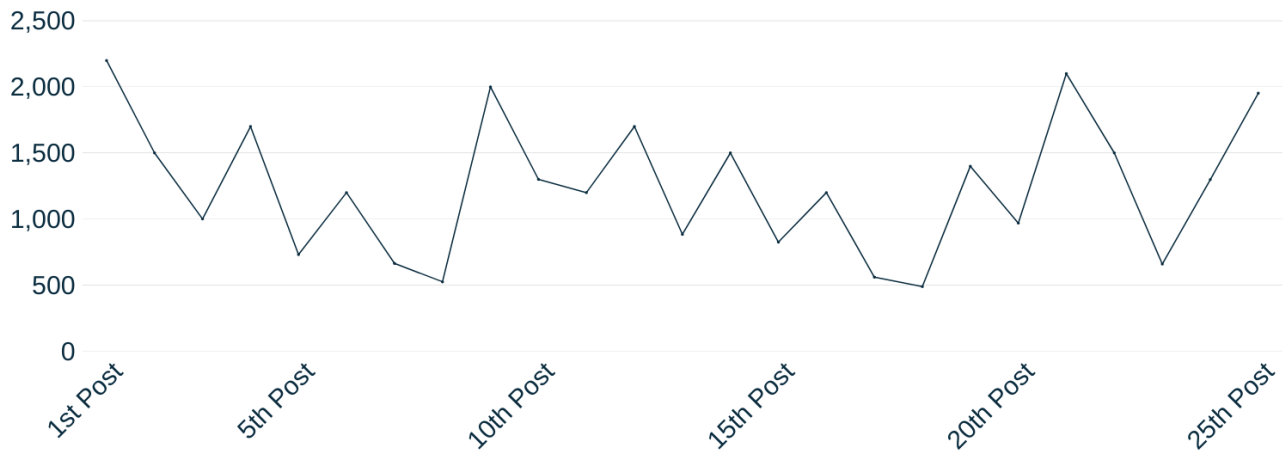
Valuable in-person discussions with members of the community.



Pop-Ups


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

SOCIAL MEDIA PRESENCE



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

FACEBOOK AND TWITTER MENTIONS



Twitter

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





Newsletter

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

TABLING EVENTS

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

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

Farmers Market

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

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

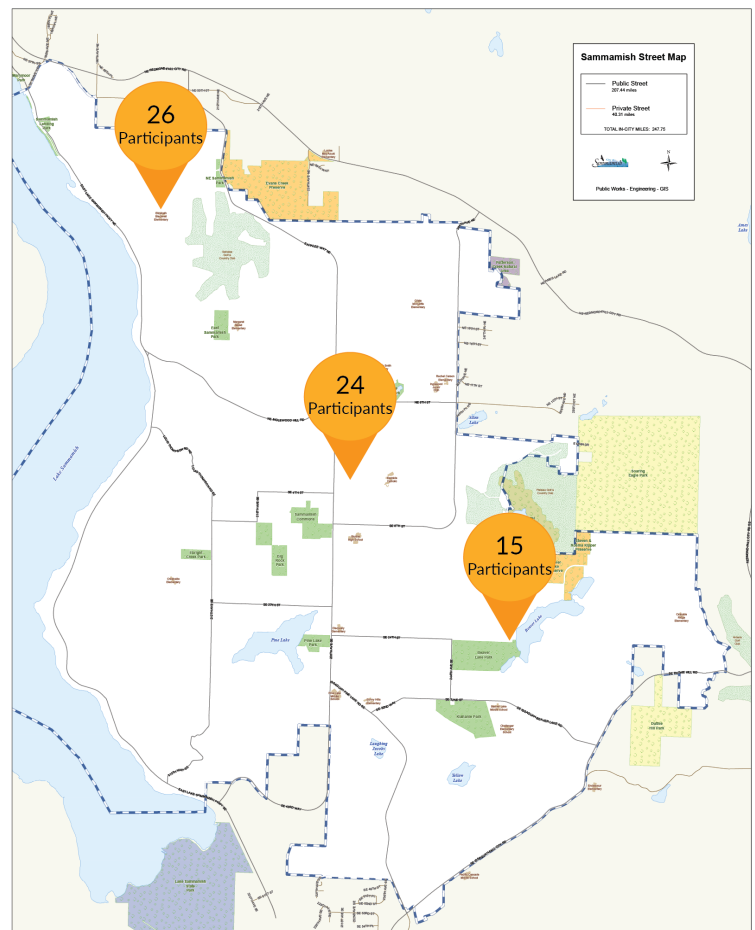
The second Farmers Market event focused on promoting the TMP, the August TMP workshops, and the City’s new online community engagement platform, Connect Sammamish. The Project Team engaged with approximately 45 members of the community in conversations and via the quick poll, which asked the public to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

PUBLIC WORKSHOPS

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

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

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



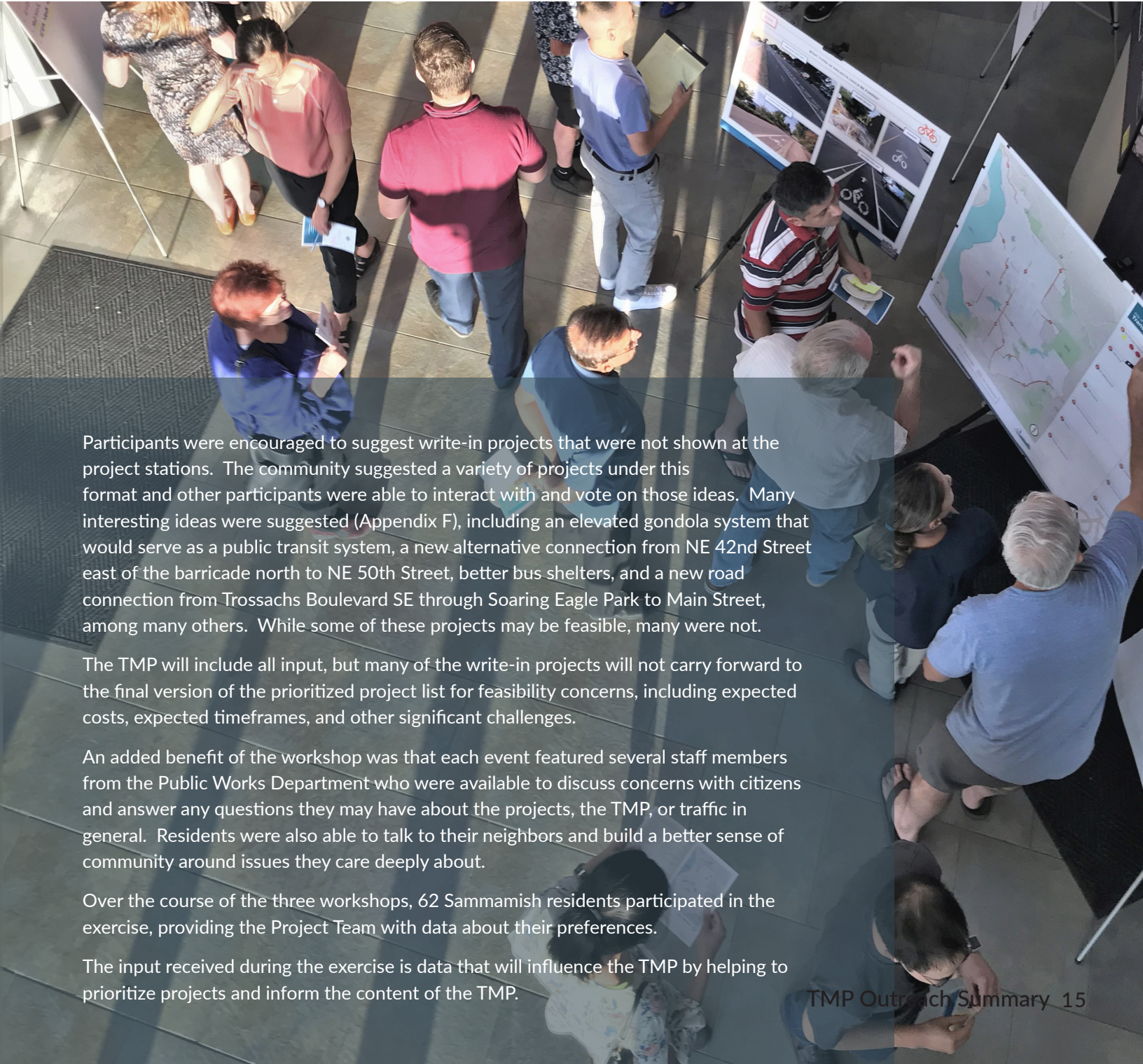
The map above represents the locations of the workshops and number of people in attendance.



Staff talking with members of the Public at a Workshop



5 stations set up for the 3 three workshops



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

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

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

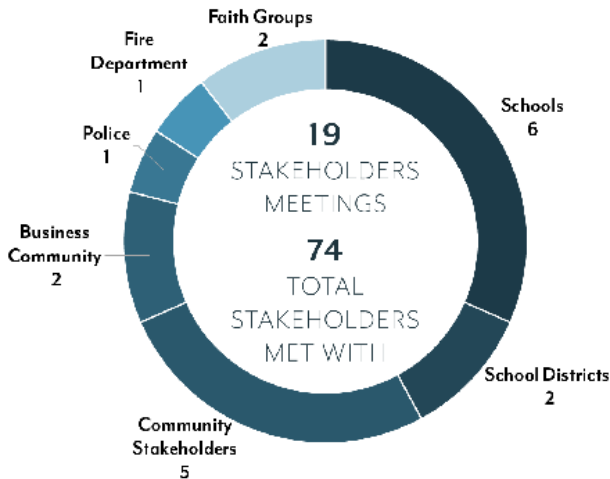
Over the course of the three workshops, 62 Sammamish residents participated in the exercise, providing the Project Team with data about their preferences.

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

Stakeholder Meetings

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

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



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

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



Meeting-in-a-Box

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

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

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

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

Statistically Valid Survey

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

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

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

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

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

CONNECT SAMMAMISH - ONLINE ENGAGEMENT TOOL

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

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



👤 = 10 participants

As of 11/18/19

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

Out of those 1,265 aware participants:

■ 472 Participants on Connect Sammamish are informed on the TMP, meaning they have visited the “Key Dates” Page, viewed photos, or downloaded documents.

■ 143 Participants on Connect Sammamish are engaged in the TMP, meaning they have participated in tools- things like surveys, polls, and mapping tools.

7/31/19
SITE LAUNCHED

270
REGISTERED PARTICIPANTS

5
ACTIVE PROJECTS

9
DIFFERENT ENGAGEMENT TOOLS

LIMITED TIME!



**HELP PRIORITIZE
TRANSPORTATION PROJECTS**

CLICK HERE

Learn more and share your thoughts!

Transportation Planner
City of Sammamish

DM

Email tmp@sammamish.us

[more..](#)



Transportation Master Plan page on Connect Sammamish.

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

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

Potential Pedestrian Projects

The goal of this exercise is to get feedback from you on **pedestrian** projects you feel are important to the community.

Please click on the + tab then click on a pin and drag it onto the map to **one project you would like to see prioritized and one that you do not want to see developed**. If we missed something drop a pin on an area and tell us why it's important!

**Note that this is to inform the Prioritized Project List of the Transportation Master Plan.*

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

RESULTS

159

Total Projects

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

103

“Write-In” Projects

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

177

Online Pins Dropped

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



395

People

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

38

Comment Cards

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

1,313

Total Votes

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

WHAT WE LEARNED AND WHAT IT MEANS

WHAT WE HAVE LEARNED SO FAR

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

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

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

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



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

WHAT WE HAVE LEARNED SO FAR

WHAT WE LEARNED AND WHAT IT MEANS

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

Connectivity is still a polarizing issue in Sammamish.

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

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

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

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

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

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

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

Residents want more options to walk and bike throughout Sammamish.

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

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

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

WHAT'S NEXT

Project Prioritization

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

Develop a Draft TMP

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

Open Houses

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

City Council and Planning Commission

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

Legislative review

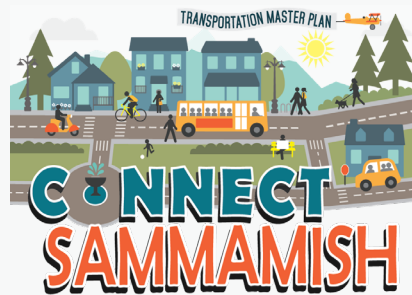
Community outreach will continue to directly inform the development of the draft TMP and ensure that it addresses the TMP goals and priorities. Following the development of the draft TMP, the Project Team will begin the legislative review process, leading to adoption of the Plan. This task will rely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



OUTREACH SUMMARY

TRANSPORTATION MASTER PLAN

OCTOBER 2019

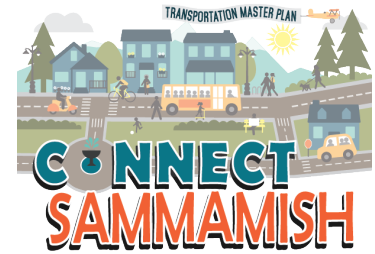


TRANSPORTATION MASTER PLAN OUTREACH SUMMARY APPENDIX

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Appendix A
2017 Outreach Summary



Phase 1 Outreach Summary

In-person, online and paper conversations with the community

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

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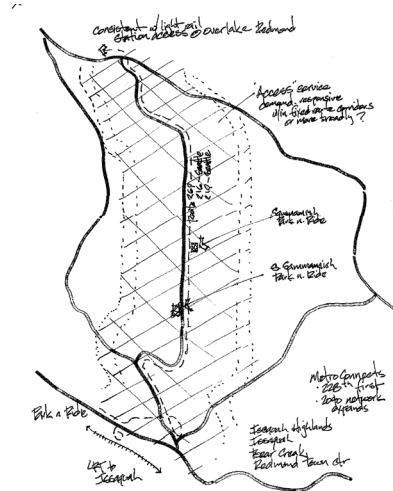
Orientation Interviews

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

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

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

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



Topics

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

Priorities

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

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

Policy direction

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

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

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

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

Mobility actions

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

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

Changes over time

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

Appendix A: 2017 Phase 1 Outreach

Challenges today

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

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

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

Issues

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

Access to work

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

Access to commercial areas

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

Appendix A: 2017 Phase 1 Outreach

Access to schools

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

Access to transit

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

Access for families

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

Pop-up Studio

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

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



Appendix A: 2017 Phase 1 Outreach

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

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

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

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

Appendix A: 2017 Phase 1 Outreach

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

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

Appendix A: 2017 Phase 1 Outreach

Goals

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

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

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

Workshop

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



Presentation

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

Insta-poll

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

Workshop exercise

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

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

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

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

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

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

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

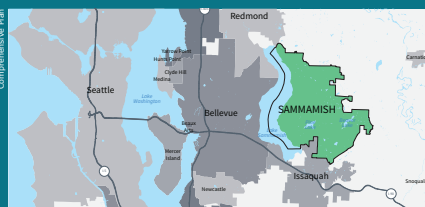
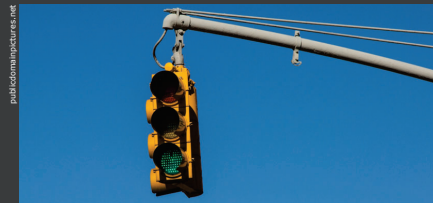
Current	Desired	Gap	Budget
Existing	Desired	3	3
Existing	Desired	2	2
Existing	Desired	3	2
Existing	Desired	2	2
Existing	Desired	0	0
Existing	Desired	1	2
Existing	Desired	4	2+1
Existing	Desired	0	0
Existing	Desired	4	3
Existing	Desired	6	2+1
Total: (from each cell)			20

Appendix B
City Council Adopted Community
Transportation Priorities

Community Transportation Priorities for Sammamish TMP



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



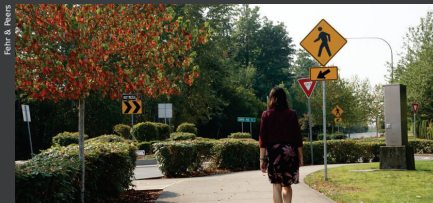
Regional destinations should be **easier to access**, with more transit and less congestion on commute routes.

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



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

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



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

Appendix C

Public Workshop Marketing
Materials

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



NOW LIVE

Register and participate today!

CONNECT
SAMMAMISH



<https://connect.sammamish.us>

1. Handout

YOU'RE INVITED

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

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

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

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

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

CAN'T ATTEND?

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

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



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

2. Doorhanger front and back

NOW LIVE

Check it Out!

CONNECT SAMMAMISH



<https://connect.sammamish.us>



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

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

**IMPROVE HOW YOU GET AROUND TOWN!
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Beaver Lake Lodge 25201 SE 24th Street

YOUR GUIDE

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

CAN'T ATTEND?

Visit <http://connect.sammamish.us> or scan the QR code to use the City's new interactive tool, Connect Sammamish!



Learn more about upcoming projects and help shape the city!

Answer polls, ask questions and engage!

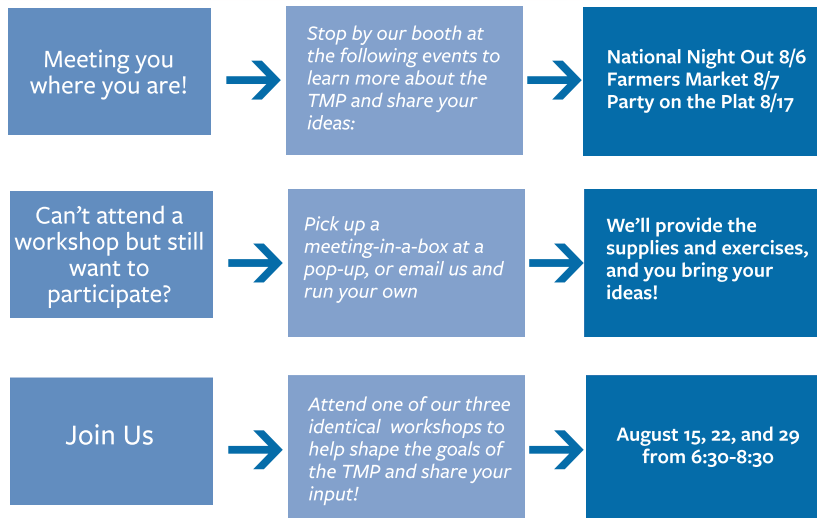


**Register to share!
Engage from anywhere!**

HOW CAN I GET INVOLVED IN THE TRANSPORTATION MASTER PLAN?

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

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



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

3. Poster hung at Pop-Ups and Workshops

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

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

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

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

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



CAN'T ATTEND?

Visit <http://connect.sammamish.us> or scan the QR code to use the City's new interactive tool, Connect Sammamish!

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



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

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



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

4. Two-sided handout

Appendix D
Quick Poll Questions

What do you think?



Transit tradeoffs

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

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



Coverage

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



Efficiency

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



What do you think?



Efficient and Fiscally Sustainable

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

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



Enhancing Connectivity

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

Place dot here



Reducing Congestion

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

Place dot here



Increasing Safety

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

Place dot here



What do you think?



Safe and Welcoming

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

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



Better Infrastructure

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

Place dot here



Encouragement

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

Place dot here



Enforcement

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

Place dot here



What do you think?



Walking and Cycling

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

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



Coverage

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



Comfort

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



Appendix E
Community Input Tracker

Appendix E: Community Input Tracker

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

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

Appendix E: Community Input Tracker

Legend Green Color denotes a Write-In Project by Attendee
Important Notes
 1) Attendees were given ten dots to show support for a project and one dot to show opposition to a project
 2) Attendees were free to vote more than once for the same project
 3) Write-In Projects were recorded as precisely as possible; attendees were free to write-in any project they wanted to

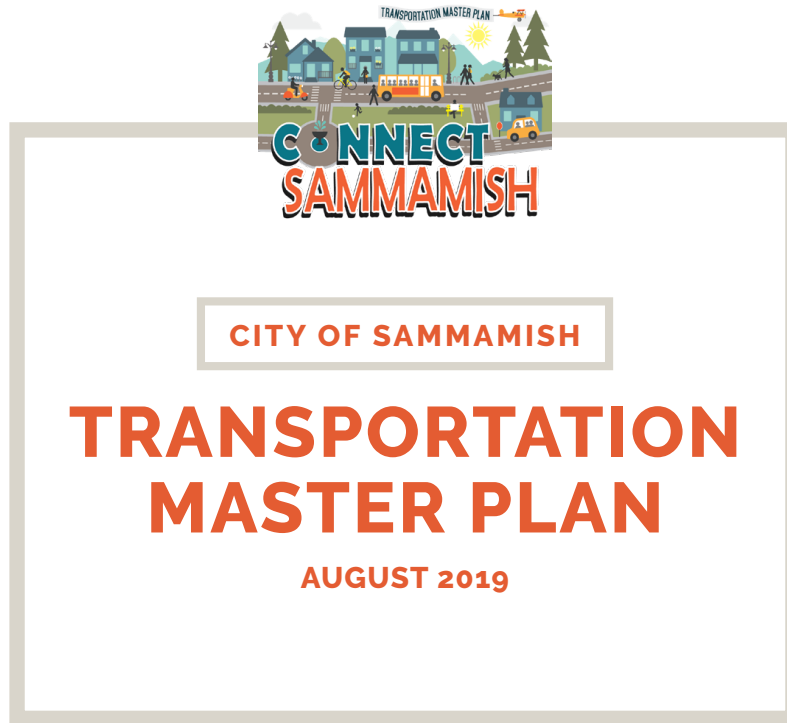
4) Connect Sammamish tallies were recorded on 9/6
 5) Connect Sammamish tallies were updated on 9/19, 10/28, and then again on 11/8

Exercise Type	Project Type	Workshop Project ID	City Project ID	Project Title	Project Description	Write-in (Y/N) and Meeting Date	8/15 Yes Tally	8/15 No Tally	8/22 Yes Tally	8/22 No Tally	8/29 Yes Tally	8/29 No Tally	Connect Sammamish No Tally*	Connect Sammamish Yes Tally*	Small Group Meetings Yes	Small Group Meetings No	Youth Board Yes Tally	Youth Board No Tally	Total # Votes	TOTAL NET	Yes Votes	No Votes
Dot Voting on Projects	Auto	1*	TR-19	228th Ave NE/Sahalee Way NE	Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	N	11		3		13		3	5			17		52	52	52	0
Dot Voting on Projects	Auto	8	TR-28	228th Ave SE	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah-Fall City Rd to SE 43rd Way.	N	7		3		9		4	5			15		43	43	43	0
Dot Voting on Projects	Auto	2	TR-05	Sahalee Way NE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way to North City Limits, with possibility for climbing lane. Also include installation of signal at Sahalee Way and NE 28th Pl.	N	8	2	3		3	2	12	2			18	2	52	40	46	6
Dot Voting on Projects	Auto	3	TR-42	218th Avenue SE/216th Avenue SE	Install turn lanes, traffic calming, curb, gutter and sidewalk and bike lanes from SE 4th St to Ingwood Hill Rd NE.	N	7	1	2		1		2	3			13		30	26	28	2
Dot Voting on Projects	Auto	5	TR-34	228th Ave SE & SE 8th St Intersection	Improve intersection level of service by widening/adding lanes or installing 2 lane roundabout with pedestrian improvements	N	1	2			1		2	4			26	5	41	25	33	8
Dot Voting on Projects	Auto	11	TR-02	Connect 42nd to 196th provides new connection to SR 202*		Y			22										22	22	22	0
Dot Voting on Projects	Auto	13*	TR-27	Issaquah-Pine Lake Rd SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	N	2		5				8				4		19	19	19	0
Dot Voting on Projects	Auto	4	TR-18	SE 8th Street/218th Avenue SE	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from E Issaquah-Fall City Rd to SE 48th St.	N	8	1	3		4		3	2			1	2	24	18	21	3
Dot Voting on Projects	Auto	12	TR-03	Issaquah-Pine Lake Rd SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	N	8		3				2	1			4		19	17	18	1
Dot Voting on Projects	Auto	14	TR-45	SE 32nd St and 244th Ave SE Intersection	Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from SE 48th St to Klahanie Blvd.	N	5	4	4		2		3	3			2		16	16	16	0
Dot Voting on Projects	Auto	16	TR-08	Issaquah-Fall City Rd SE	Install all-way stop control	N	2	4	4		2		1	3			4		16	16	16	0
Dot Voting on Projects	Auto	15	TR-39	Beaver Lake Dr SE and Issaquah-Beaver Lake Rd Intersection	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE.	N	3		1		1		1	1			10		17	13	15	2
Dot Voting on Projects	Auto	9	TR-54	228th Ave SE and SE 40th Intersection	Construct roundabout	N	2		1		2		1	2			5		13	9	11	2
Dot Voting on Projects	Auto	17	TR-24	SE Duflie Hill Rd	Create center turn lane on 228th, reduce the median on SE 40th	N	1		2		1		2	1			2		7	7	7	0
Dot Voting on Projects	Auto	10	TR-56	Issaquah-Pine Lake Rd/230th Ln SE and 231st Ln SE Intersection	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk on the west side and an 8 foot shoulder on the east side from SE Issaquah-Beaver Lake Rd to "Notch".	N	1		2		1			1			2	1	7	5	6	1
Dot Voting on Projects	Auto			Extend 196th Ave from E. L. Sam Hwy to Hidden Ridge*	Rechannelize/striping 28th Ln & 231st Ln, extend westbound left turn pocket on Issaquah Pine Lake Rd	N	1		4				1				5		7	5	6	1
Dot Voting on Projects	Auto			Work with State & County on 202 roundabout @ Sahalee @ Duflie Hill Rd*	Issaquah Pine Lake Rd	Y					4								4	4	4	0
Dot Voting on Projects	Auto			Add bike railings*	SE Duflie Hill Rd	Y	3		3										3	3	3	0
Dot Voting on Projects	Auto			Project #2 extended climbing lane from city limits to SR 202*	SE Duflie Hill Rd	Y			3										3	3	3	0
Dot Voting on Projects	Auto			Add middle lane @ 197th Ave NE Redmond border on E. L. Sam Hwy. Bike concurrency but we don't monitor it*	SE Duflie Hill Rd	Y			3										3	3	3	0
Dot Voting on Projects	Auto			Create direct connection from SR 202 to ELSPT thru Redmond industrial area behind Whole Foods.*	SE Duflie Hill Rd	Y			3										3	3	3	0
Dot Voting on Projects	Auto			Develop/consider use of 1-way streets/ 3rd lanes to increase through put of limited arterial grid*	SE Duflie Hill Rd	Y			3										3	3	3	0
Dot Voting on Projects	Auto	7	TR-23	East Lake Sammamish Pkwy SE	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Way SE to South City Limits.	N	1		2				1	1			2		5	3	4	1
Dot Voting on Projects	Auto	18*	TR-26	SE Duflie Hill Rd	Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Way SE to South City Limits.	N	1		2				1	1			2	2	8	2	5	3
Dot Voting on Projects	Auto			Change project #6 to compact roundabout*	SE Duflie Hill Rd	Y			4										6	2	4	2
Dot Voting on Projects	Auto			Add Climbing lane*	SE Duflie Hill Rd	Y	2		2										2	2	2	0
Dot Voting on Projects	Auto			For add a turn lane/s obligated for safety and less \$ (no high traffic counts)*	SE Duflie Hill Rd	Y			2										2	2	2	0
Dot Voting on Projects	Auto			Sahalee Way 4/5 Lanes North of NE 37th Way*	SE Duflie Hill Rd	Y			2										2	2	2	0
Dot Voting on Projects	Auto			Add a parallel arterial route to 228th N TOS.*	SE Duflie Hill Rd	Y	2		2										2	2	2	0
Dot Voting on Projects	Auto			246th SE beyond SE 8th - make 228th Ave alternative*	SE Duflie Hill Rd	Y			2										2	2	2	0
Dot Voting on Projects	Auto	6	TR-04	East Lake Sammamish Pkwy SE and SE 24th St Intersection	Construct traffic signal, turn lanes, curb, gutter and sidewalk.	N	1	3					1	1			2		7	1	4	3
Dot Voting on Projects	Auto			Reuse NE 37th/Sahalee to include NB bypass for thru traffic*	SE Duflie Hill Rd	Y	1		1										1	1	1	0
Dot Voting on Projects	Auto			Sahalee Way-add reversible lane N/O 37th to 202 (changes to accommodate peak direction) - ONLY if local #1 built!	SE Duflie Hill Rd	Y	1		1										1	1	1	0
Dot Voting on Projects	Auto			Coordinate timing for lights on 228th between NE 8 & SE 8th*	SE Duflie Hill Rd	Y			1										1	1	1	0
Dot Voting on Projects	Auto			Add a grid street system*	SE Duflie Hill Rd	Y			1										1	1	1	0
Connect Sammamish	Auto			Signalize intersection of Sahalee Way NE and NE 28th Pl	Add a light here for residents of Heritage Hills and The Crest. Getting out of these neighborhoods during peak traffic times can be challenging and dangerous.	Y							1						1	1	1	0
Connect Sammamish	Auto			Traffic signal improvements at 228th Ave NE and NE 8th/Ingwood Hill Road Intersection	From one shopping center to another, pedestrians are jaywalking. I've almost been hit 43rd & 228th as one unit*	Y							1						1	1	1	0
Dot Voting on Projects	Auto			Would like to see a better solution for the corner of Sahalee Way + NE 36th St. The berm on the corner of the Park blocks a driver's view from oncoming traffic.	SE Duflie Hill Rd	Y													1	1	1	0
Dot Voting on Projects	Auto			Will need a signal @ Providence Pl Dr	SE Duflie Hill Rd	Y								1					1	1	1	0
Dot Voting on Projects	Auto			Better signal timing on 228th to tie to speed limit*	SE Duflie Hill Rd	Y													0	0	0	0
Dot Voting on Projects	Bike	3	B10	NE Ingwood Hill Rd	NE Ingwood Hill Rd	Y	2		2				2				25	1	34	30	32	2
Dot Voting on Projects	Bike	9	B26	228th Ave SE	Add a Striped or Buffered Bike Lane from SE 24th St to Providence Heights Loop.	N	1		1		3		1	1			9		17	15	16	1
Dot Voting on Projects	Bike	4	TR-46	228th Avenue SE	Improve the roadway segment by adding a Striped Bike Lane from NE 12th St to NE 8th St	N	2		1				1	1			12		18	14	16	2
Dot Voting on Projects	Bike	13	B35	SE Issaquah Fall City Rd	Add a Striped or Buffered Bike Lane from Klahanie Dr SE to SE Issaquah-Beaver Lake Rd.	N	3		2				1	1			11		18	14	16	2
Dot Voting on Projects	Bike	11*	B29	Issaquah-Pine Lake Rd SE	Add a Striped or Buffered Bike Lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd.	N	5		2				1	2			5		15	13	14	1
Dot Voting on Projects	Bike	8	B20	228th Ave SE	Add a Striped or Buffered Bike Lane from SE 8th St to SE 24th St.	N							2	1			9		14	10	12	2
Dot Voting on Projects	Bike	7	B24	212th Ave SE/212th Way SE	Add a Striped Bike Lane from SE 24th St to E Lake Sammamish Pkwy.	N	2		2				1	1			5		11	9	10	1
Dot Voting on Projects	Bike	2*	B08	244th Ave NE	Add a Protected Bike Lane from SR 202 to NE 8th St.	N	1		1					1			4		9	5	7	2
Dot Voting on Projects	Bike	10	B27	SE 24th St	Add a Protected Bike Lane from 228th Ave SE to 244th Ave SE.	N			1					2			3		5	5	5	0
Dot Voting on Projects	Bike	14*	B36	SE Issaquah Fall City Rd (Excluding the "Notch")	Add a Striped or Buffered Bike Lane from SE Issaquah-Beaver Lake Rd to City Limits. Will require coordination with other municipalities to complete.	N			3				1	1			4		7	3	5	2
Dot Voting on Projects	Bike			SE 24th - Extend bike lane project 244th to 248th*		Y			3										3	3	3	0
Dot Voting on Projects	Bike	12	B32	SE Klahanie Blvd	Add a Striped or Buffered Bike Lane from Issaquah-Pine Lake Rd SE to 256th Ave SE.	N							1	1			2		5	3	4	1
Dot Voting on Projects	Bike			228th Ingwood South*	Project 9 should be connected. Pedestrians do not know it's shared. Its not convenient- For MET MKT, City Hall, Police, Farmers Market, Y, Utility truck park on it. -services for development, -banners, -Berm Work"	Y	2												2	2	2	0
Dot Voting on Projects	Bike			Only protected bike lane city-wide*		Y			2										2	2	2	0
Dot Voting on Projects	Bike			Full bike lanes on 228th from NE 8th to southern city limits*		Y			2										2	2	2	0
Dot Voting on Projects	Bike			Need bike lane, uphill direction on Thompson Rd.*		Y			2										2	2	2	0
Dot Voting on Projects	Bike	1*	B02	NE 37th St/NE 42nd St/NE 55th St	Add a Striped Bike Lane from City Limits to NE 37th Way. Will require coordination with other municipalities to complete.	N	1	6	2				3	2			4		18	2	10	8
Dot Voting on Projects	Bike	5	B11	216th SE/217th SE/218th SE Corridor	Add a Striped Bike Lane from NE Ingwood Hill Rd to SE 8th St.	N			1								2		7	1	4	3
Dot Voting on Projects	Bike			Bike parking on schools, commercial areas, and city hall*		N			1										1	1	1	0
Dot Voting on Projects	Bike			Bikes/scooters/bike shared companies to work in Sammamish		Y			1										1	1	1	0
Dot Voting on Projects	Bike			Tous Thompson RD/NE SE include bike lanes (from pkwy to 212th Ave NE.)		Y			1										1	1	1	0
Dot Voting on Projects	Bike			Get electric bike/scooters to students and restrict a lane on 228th during school peak hours (start/dismissal times) for bikes/scooters use only*		Y			1										1	1	1	0

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

Appendix F

Public Workshop Materials



CONTENTS

WELCOME!	1
WORKSHOP INSTRUCTIONS	1
TRANSIT PROJECTS	2
AUTO PROJECTS	3
PEDESTRIAN PROJECTS	5
BICYCLE PROJECTS	7
CONNECTIVITY PROJECTS	9

Front Page: TMP Workshop brochure

WELCOME!

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

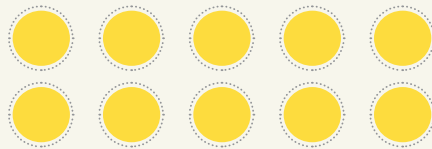
- Addressing the challenges of growth on the transportation network
- Promoting safety for all users
- Developing a long-term, sustainable financing plan
- Finding a way to achieve a connected road network while maintaining neighborhood character
- Integrating new technologies
- Finding ways to partner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

WORKSHOP INSTRUCTIONS

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

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

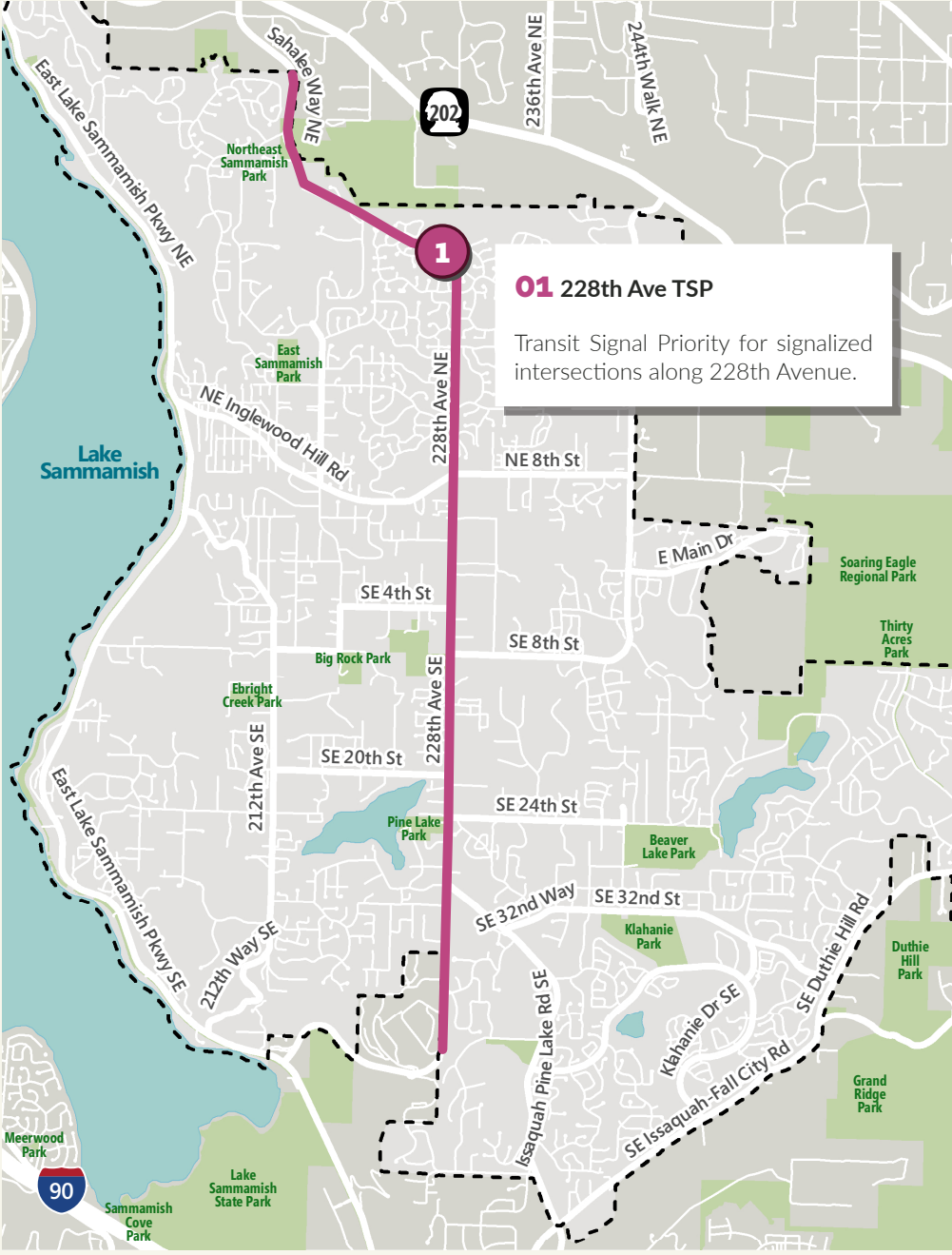
10 for investments you would like to see



1 for investment you would like to avoid



TRANSIT PROJECTS



— Transit Project

- - - City of Sammamish





AUTO PROJECTS

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

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

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

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

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

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

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

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

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

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

turn pocket on Issaquah Pine Lake Rd.

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

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

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

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

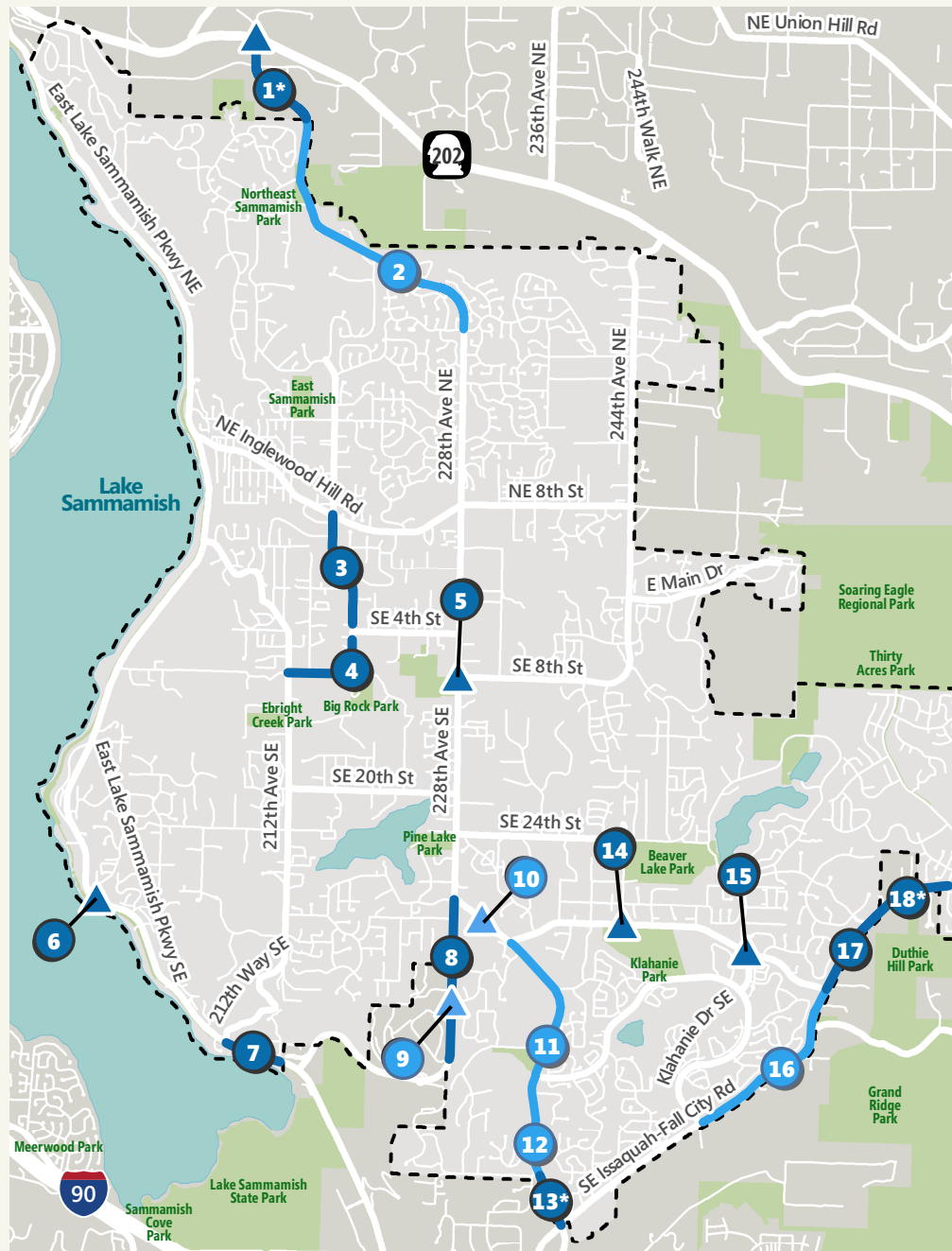
15 **Beaver Lake Dr SE and Issaquah-Beaver Lake Rd Intersection:** Construct roundabout

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

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

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

Appendix F: Public Workshop Materials



	Intersection	Corridor
Vehicle Project	▲	—
Required Vehicle Project	▲	—
	⬡	

City of Sammamish



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



PEDESTRIAN PROJECTS

01 244th Ave NE

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

02 Louis Thompson Rd NE

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

03 SE 8th St

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

04 SE 24th Way

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

05 212th Way SE

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

06 212th Ave SE

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

07 SE 43rd Way

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

08 SE 30th Street

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

09 SE 40th Street/234th Ave SE

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

10 SE 24th St

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

11 244th Ave SE

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

12 SE 32nd St

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

13 E Beaver Lake Dr SE

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

Appendix F: Public Workshop Materials



TMP Workshop brochure



BICYCLE PROJECTS

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

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

02* 244th Ave NE

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

03 NE Inglewood Hill Rd

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

04 228th Avenue SE

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

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

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

06 E Main Dr

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

07 212th Ave SE/212th Way SE

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

08 228th Ave SE

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

09 228th Ave SE

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

10 SE 24th St

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

11* Issaquah-Pine Lake Rd SE

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

12 SE Klahanie Blvd

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

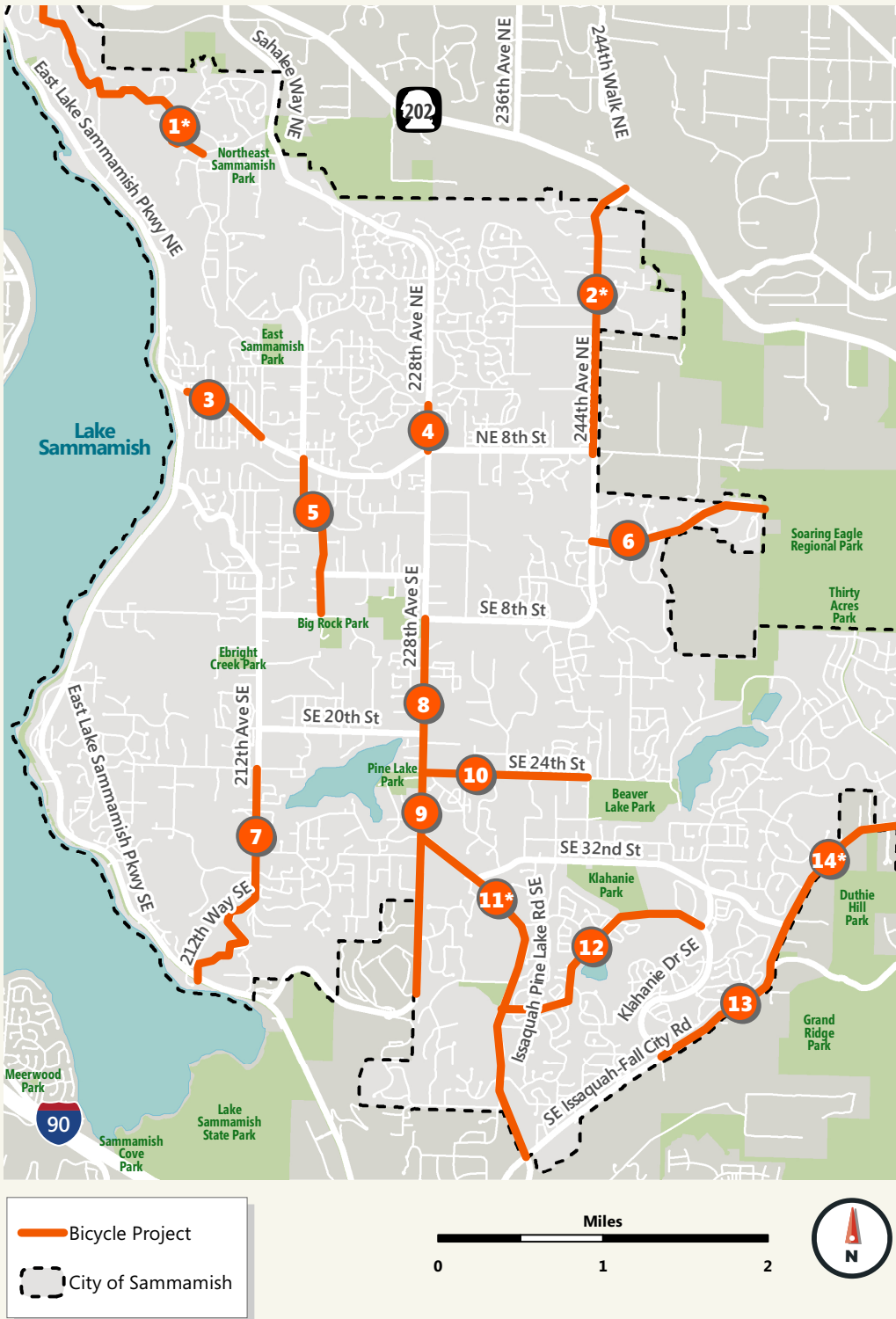
13 SE Issaquah Fall City Rd

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

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

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

Appendix F: Public Workshop Materials



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



CONNECTIVITY PROJECTS

01 NE 14th St

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

02 236th Ave NE

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

03 NE 22nd St

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

04 SE 20th St

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

05 SE 16th St

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

06 231st Ave SE

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

07 SE 18th Pl

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

08 SE 35th Pl

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

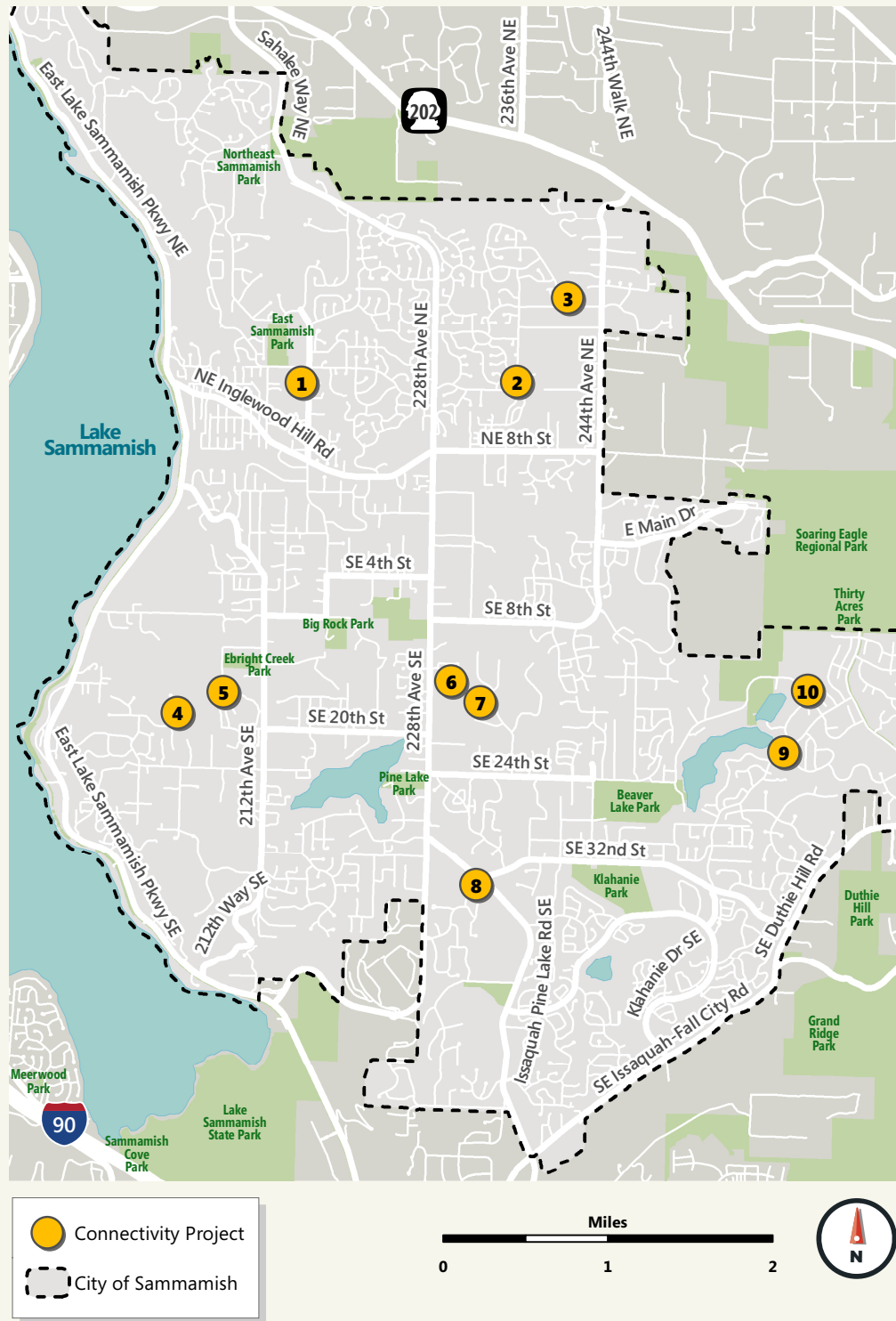
09 E Beaver Lake Dr

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

10 266th Way SE

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

Appendix F: Public Workshop Materials





STAY CONNECTED 

 Learn more and provide your feedback at:
<https://connect.sammamish.us>

 Send questions or comments to:
tmp@sammamish.us



TMP Workshop brochure

Appendix F: Public Workshop Materials

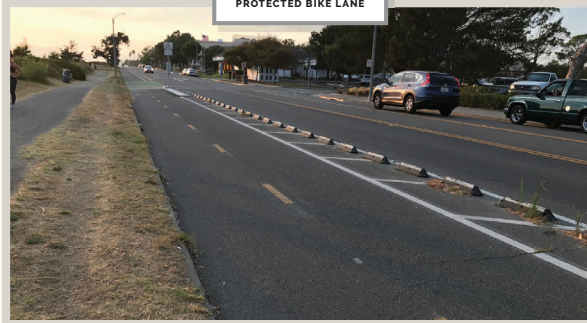
Public Workshop: Context Boards

BIKE

WHAT TYPES OF PROJECTS COULD BE FUNDED?



PROTECTED BIKE LANE



SHARED USE PATH



SHARROW



CONVENTIONAL BIKE LANE



BUFFERED BIKE LANE



PEDESTRIAN

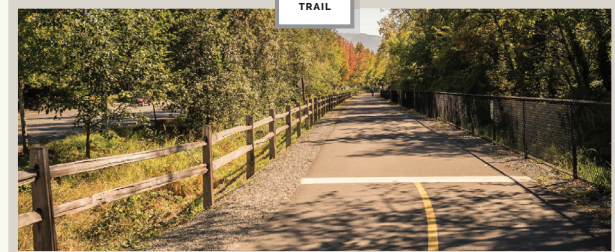
WHAT TYPES OF PROJECTS COULD BE FUNDED?



IMPROVED SIDEWALK



TRAIL



RRFB



PEDESTRIAN HYBRID BEACON



Appendix F: Public Workshop Materials

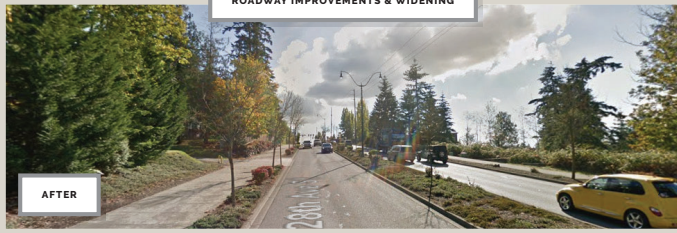
Public Workshop: Context Boards

AUTO

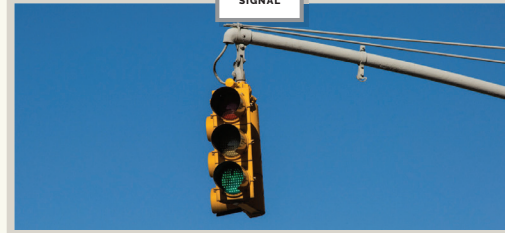
WHAT TYPES OF PROJECTS COULD BE FUNDED?



ROADWAY IMPROVEMENTS & WIDENING



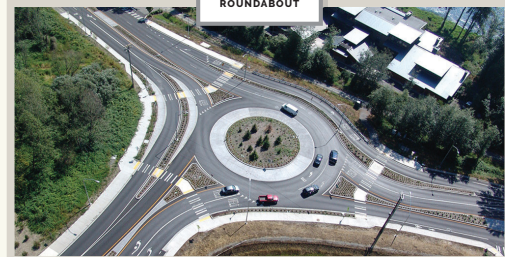
SIGNAL



BEFORE



ROUNDABOUT



TRANSIT

WHAT TYPES OF PROJECTS COULD BE FUNDED?



QUEUE JUMP LANES



TRANSIT ONLY LANES



FREQUENT SERVICE



TRANSIT SIGNAL PRIORITY SYSTEMS



Appendix F: Public Workshop Materials

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

CONNECTIVITY

WHAT TYPES OF PROJECTS COULD BE FUNDED?



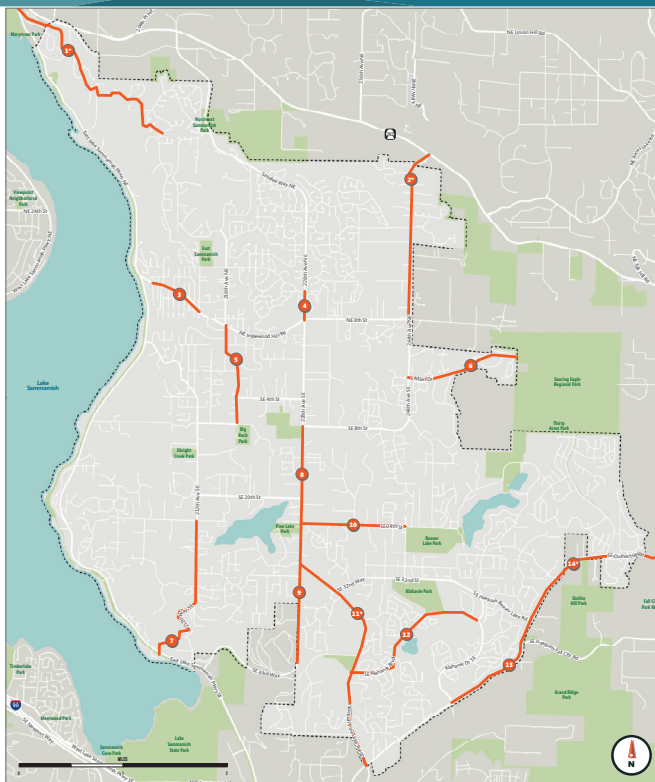
PEDESTRIAN CONNECTION



BIKE CONNECTION



BARRICADE REMOVAL



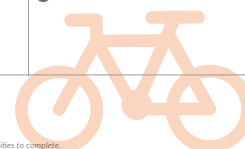
August 2019

City of Sammamish Transportation Master Plan



Potential Bicycle Projects

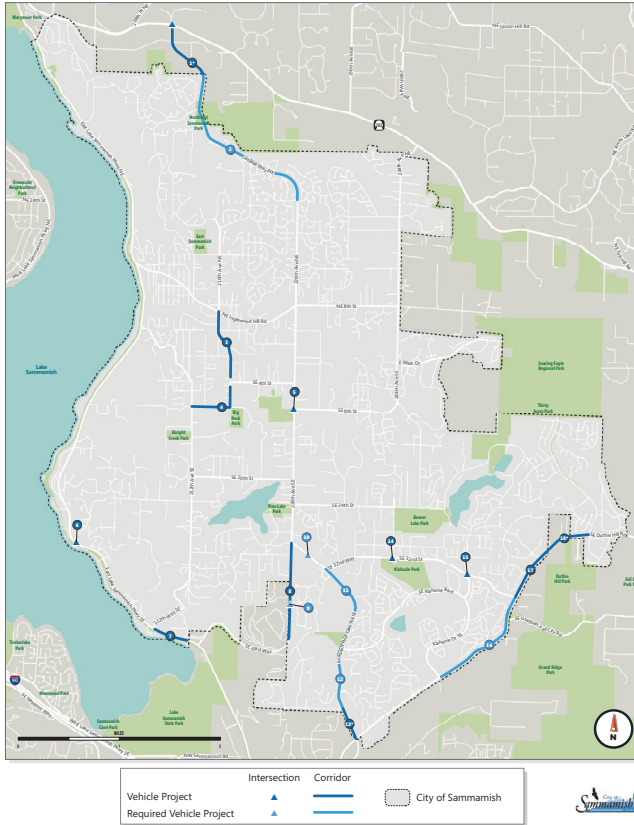
- | | |
|---------------------------------------|---|
| 1 NE 37th St/NE 43rd St/NE 53th St | 8 228th Ave SE |
| 2 244th Ave NE | 9 228th Ave SE |
| 3 NE Inglewood Hill Rd | 10 SE 24th St |
| 4 228th Avenue SE | 11 Issaquah Pine Lake Rd SE |
| 5 216th SE/217th SE/218th SE Corridor | 12 SE Klariane Blvd |
| 6 E Main Dr | 13 SE Issaquah Fall City Rd |
| 7 212th Ave SE/212th Way SE | 14 SE Issaquah Fall City Rd (Excluding the "Notch") |



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

Appendix F: Public Workshop Materials

Public Workshop Station Boards

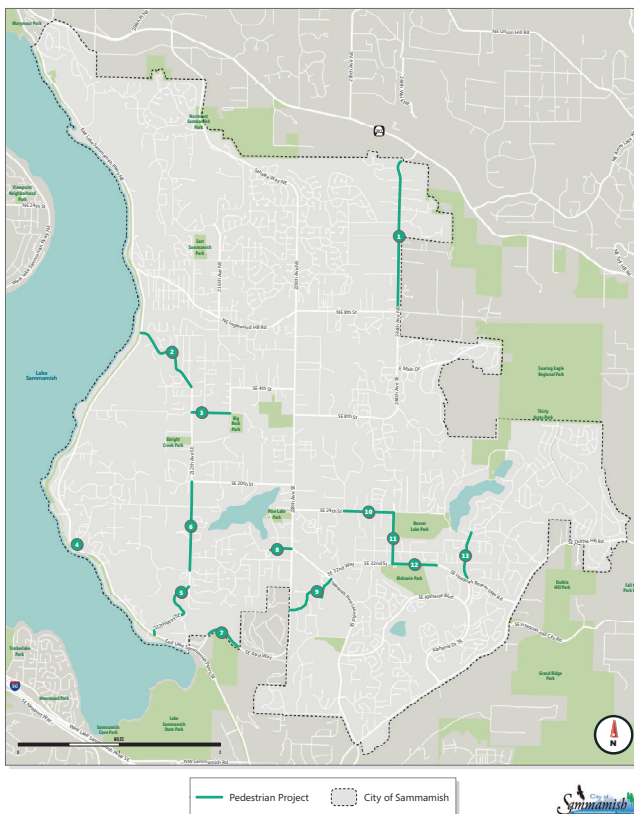


August 2019
City of Sammamish
Transportation Master Plan

Potential Vehicle Projects

1* 228th Ave SE/Sahalie Way	10 Isaquah-Pine Lake Rd/230th Ln SE and 231st Ln SE Intersection
2 Sahalie Way NE	11 Isaquah-Pine Lake Rd SE
3 218th Avenue SE/216th Avenue SE	12 Isaquah-Pine Lake Rd SE
4 SE 8th Street/218th Avenue SE	13* Isaquah-Pine Lake Rd SE
5 228th Ave SE & SE 8th St Intersection	14 SE 32nd St and 244th Ave SE Intersection
6 East Lake Sammamish Pkwy SE and SE 24th St Intersection	15 Beaver Lake Dr SE and Isaquah-Beaver Lake Rd Intersection
7 East Lake Sammamish Pkwy SE	16 Isaquah-Fall City Rd SE
8 228th Ave SE	17 SE Duthie Hill Rd
9 228th Ave SE and SE 40th Intersection	18* SE Duthie Hill Rd


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

August 2019
City of Sammamish
Transportation Master Plan

Potential Pedestrian Projects

1 244th Ave NE
2 Louis Thompson Rd NE
3 SE 8th St
4 SE 24th Way
5 212th Way SE
6 212th Ave SE
7 SE 43rd Way
8 SE 30th Street
9 SE 40th Street/234th Ave SE
10 SE 24th St
11 244th Ave SE
12 SE 32nd St
13 E Beaver Lake Dr SE



Appendix F: Public Workshop Materials

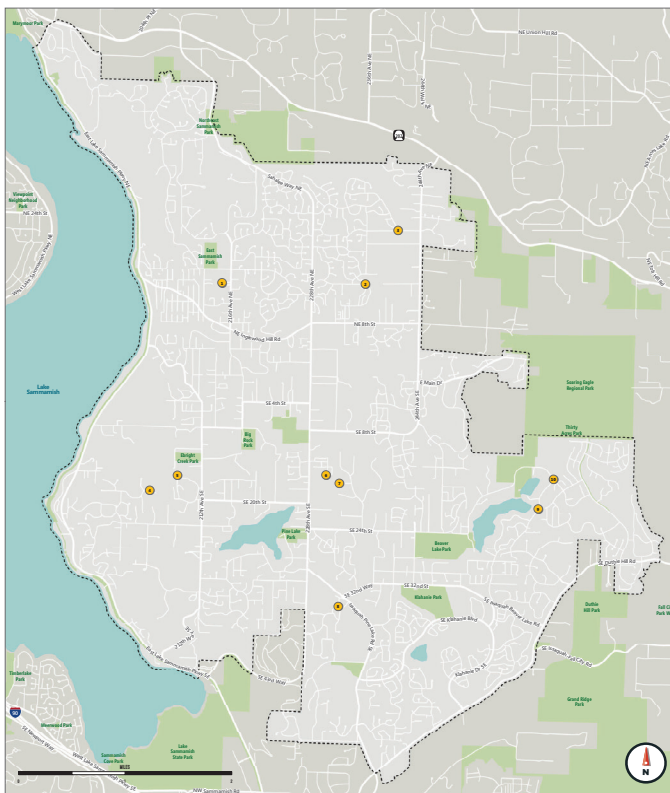
Public Workshop Station Boards

City of Sammamish
Transportation Master Plan
August 2019

City of Sammamish
Sammamish

Transit Project
City of Sammamish

Potential Transit Projects
1 228th Ave TSP



August 2019
City of Sammamish
Transportation Master Plan

Potential Connectivity Projects

- 1 NE 14th St
- 2 236th Ave NE
- 3 NE 22nd St
- 4 SE 20th St
- 5 SE 16th St
- 6 231st Ave SE
- 7 SE 18th Pl
- 8 SE 35th Pl
- 9 E Beaver Lake Dr
- 10 264th Way SE



Public Workshop Presentation



Transportation Master Plan

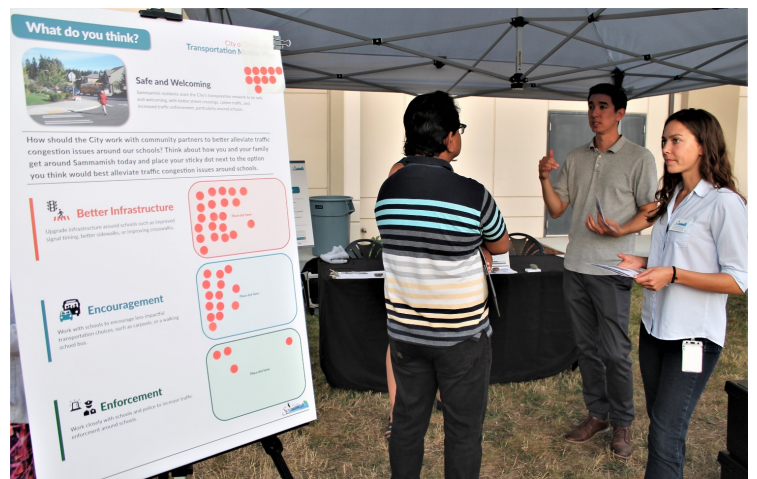
Community Workshop Series
August 2019



2

Welcome!

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



Housekeeping Items

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

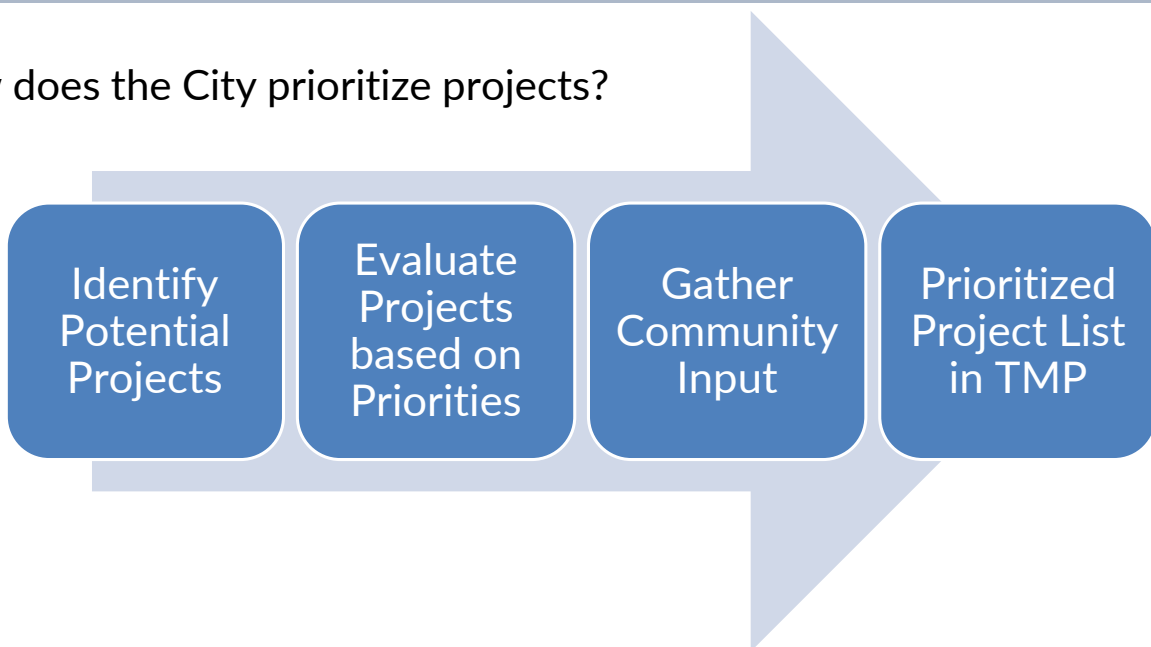


Goals for the Transportation Master Plan

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

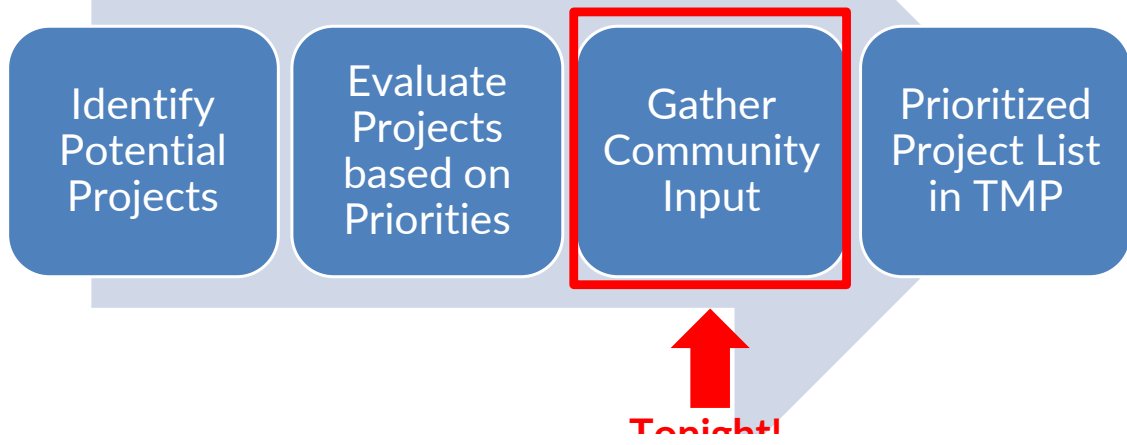
Many Needs, Limited Resources

How does the City prioritize projects?

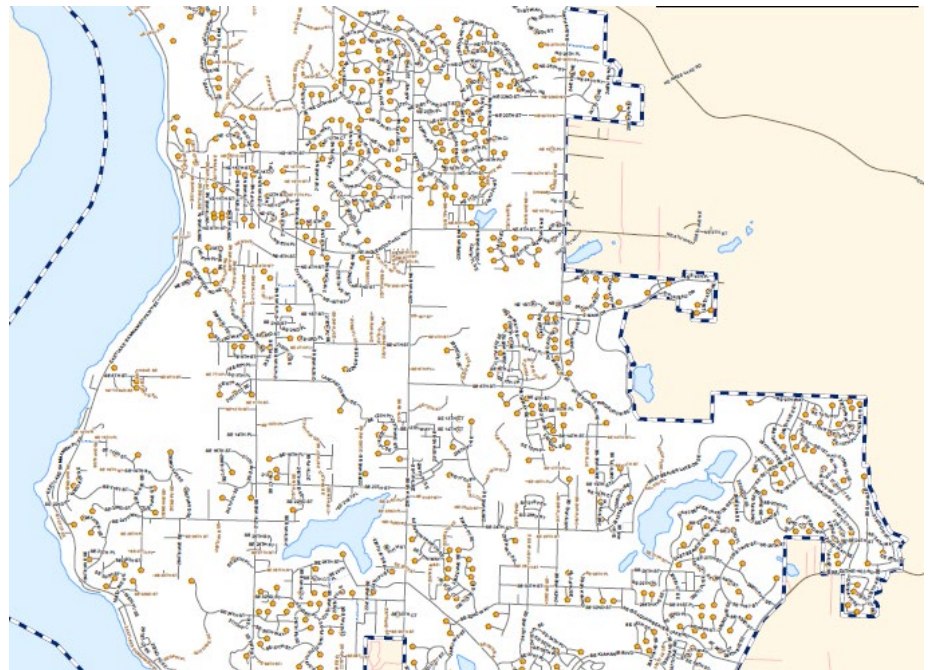


Many Needs, Limited Resources

How does the City prioritize projects?



Transportation in Sammamish: Key Issues



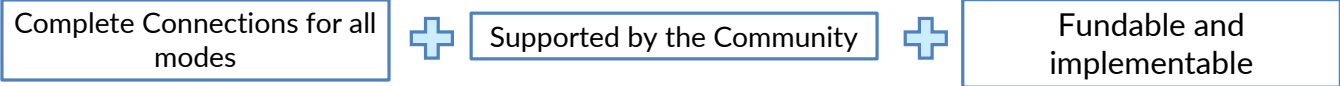
Public Workshop Presentation



Transportation in Sammamish: Key Issues

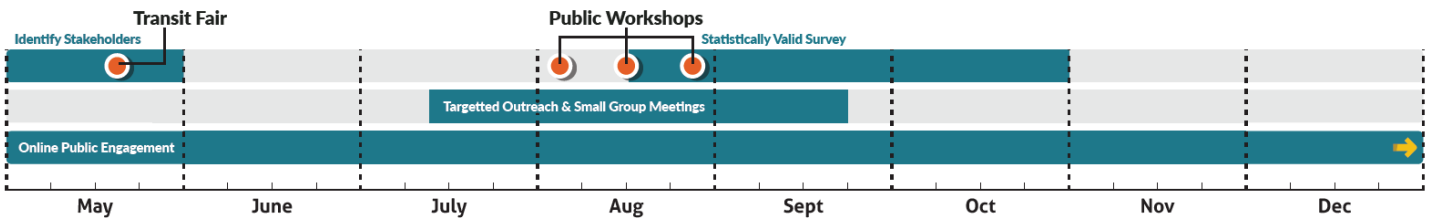
Transportation Master Plan Priorities

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



How to Stay Involved

2019 Community Engagement Schedule





Learn more about upcoming projects and help shape the city!

Answer polls, ask questions and engage!

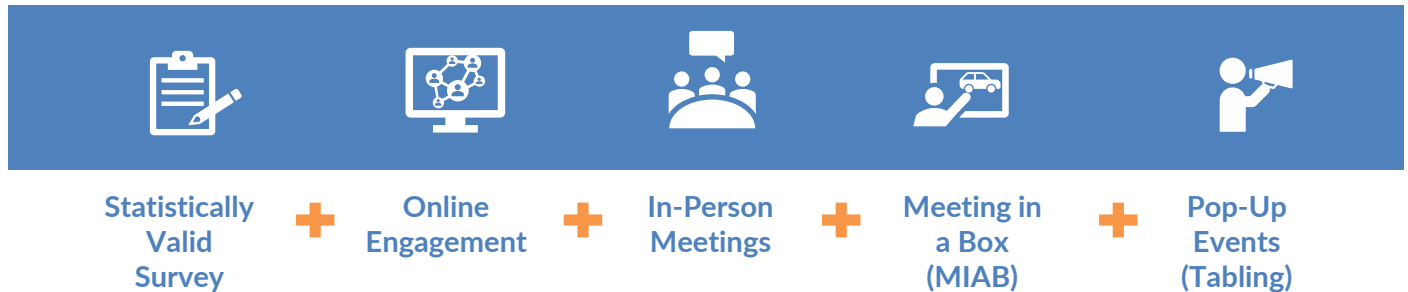


Register to share! Engage from anywhere!

Stay engaged with Connect Sammamish!

Public Workshop Presentation

Engagement Tools



14

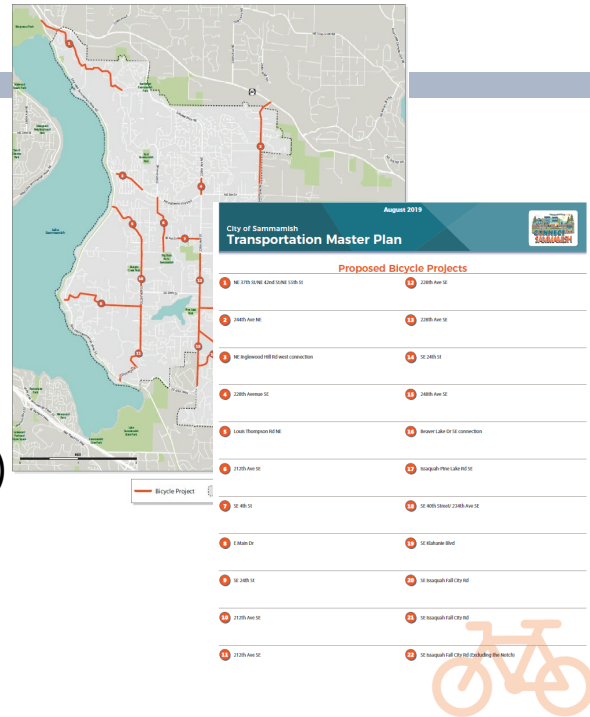
Tonight's Exercise

Before we start, some notes...






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

We Need Your Help!

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



Some Tips

-  Don't see a project you support? Make it a "Write-In" project.
-  Use your dots any way you see fit.
-  Review all poster stations before placing dots.
-  Use your brochure, it has all the detail.
-  Interact with staff and your neighbors!

How Your Input is Used

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



Dots are...

- Tallied and recorded

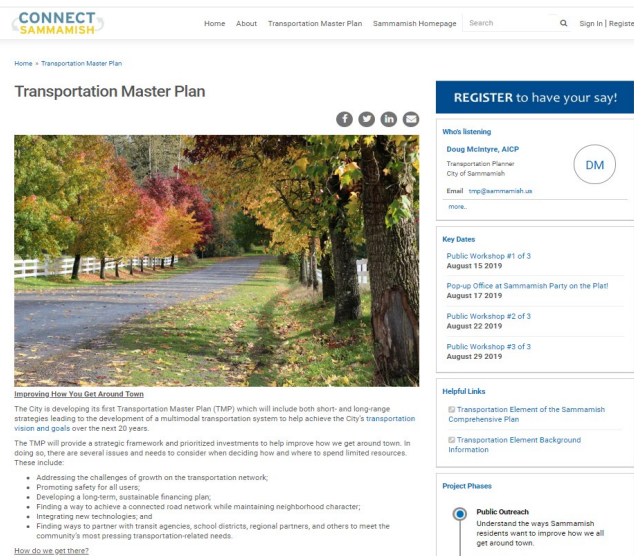


Comment cards are...

- Reviewed, responded to, and recorded

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

Thank You



TMP Website: <https://connect.sammamish.us/transportation-master-plan>

For more information, contact us at: tmp@sammamish.us

Appendix G
Community Stakeholders Outreach

Appendix G: Community Stakeholders Outreach

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

Good afternoon,

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

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

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

Have a nice day and thank you very much!

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

Letter to Community Stakeholders reaching out to discuss the TMP.

Appendix H

Meeting-In-A-Box Materials

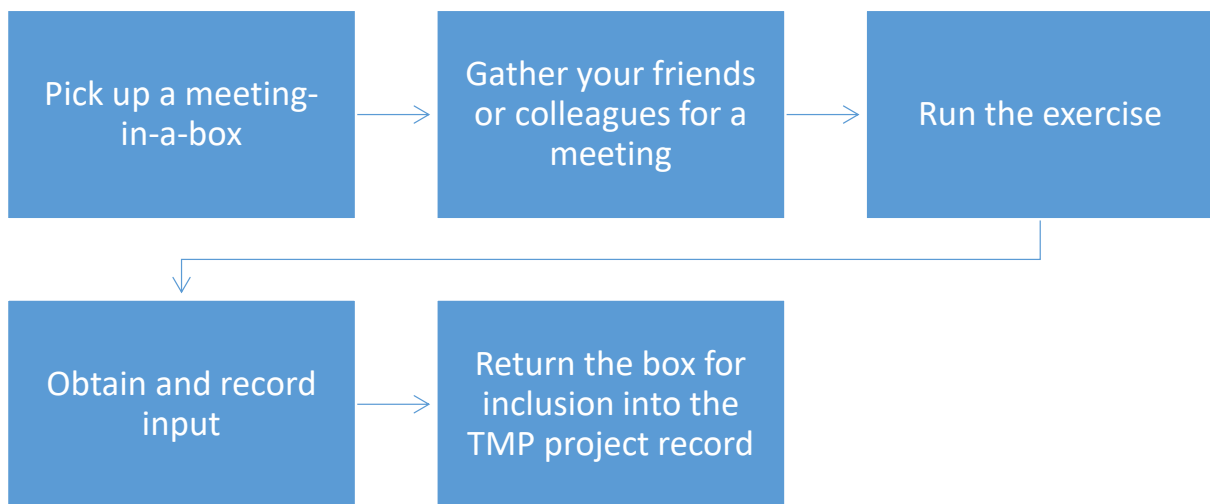
Meeting-In-A-Box Overview Packet



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box Overview for Facilitators

Flow Chart for running this meeting:

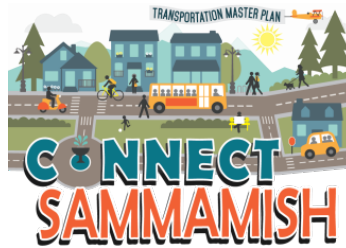


This packet includes:

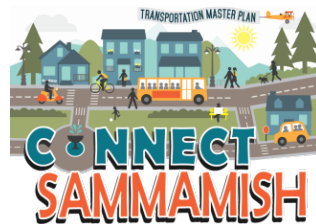
- 1) General Instructions on the Meeting-in-a-box tool (Review before the meeting)
 - a) What to do before the meeting
 - b) How to facilitate the exercise
 - c) What to do after the meeting
- 2) Specific instructions on how to run the exercise (Review before and during the meeting)
 - a) Introductions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

Appendix H: Meeting-In-A-Box Materials

Meeting-In-A-Box Overview Packet



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



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

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



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box

General Instructions for Facilitators

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

Before the meeting

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

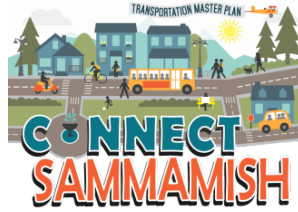
Facilitating the exercise

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

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

Following the meeting

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



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box Running the Exercise

Purpose

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

Steps to run the exercise and obtain input

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

The Exercise

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

Finishing the exercise

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



Sammamish Transportation Master Plan (TMP)

Meeting-in-a-Box Facilitator Script

Introduction – What is the TMP?

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

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

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

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

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

Presentation

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

How to stay engaged

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

Appendix I

Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

Summary Report

16 August 2019 - 18 November 2019

Connect Sammamish

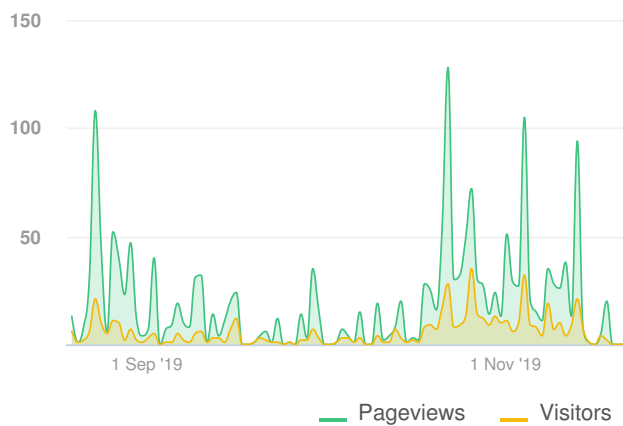
PROJECTS SELECTED: 1

Prioritize Projects for the Transportation Master Plan

FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

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

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

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

PARTICIPANT SUMMARY

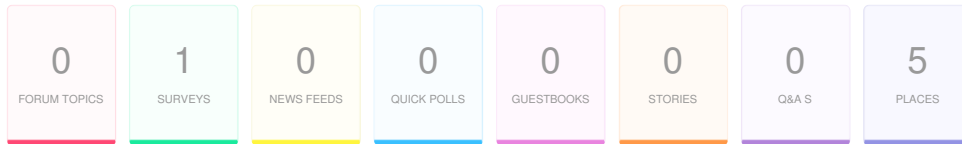
<p>ENGAGED</p>	<p>70 ENGAGED PARTICIPANTS</p> <table border="1"> <thead> <tr> <th></th> <th>Registered</th> <th>Unverified</th> <th>Anonymous</th> </tr> </thead> </table>		Registered	Unverified	Anonymous	<p>TOP PROJECTS</p> <table border="1"> <thead> <tr> <th></th> <th>Participants (%)</th> </tr> </thead> </table>		Participants (%)														
	Registered	Unverified	Anonymous																			
	Participants (%)																					
<p>INFORMED</p>	<table border="1"> <tbody> <tr> <td>Contributed on Forums</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Participated in Surveys</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Contributed to Newsfeeds</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Participated in Quick Polls</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	Contributed on Forums	0	0	0	Participated in Surveys	0	0	0	Contributed to Newsfeeds	0	0	0	Participated in Quick Polls	0	0	0	<table border="1"> <tbody> <tr> <td>Prioritize Projects for the Tra...</td> <td>70 (14.8%)</td> </tr> </tbody> </table>	Prioritize Projects for the Tra...	70 (14.8%)		
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Participated in Quick Polls	0	0	0																			
Prioritize Projects for the Tra...	70 (14.8%)																					
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Contributed to Stories	0	0	0																			
Asked Questions	0	0	0																			
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Prioritize Projects for the Tra...	240 (50.8%)																					
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<p>INFORMED</p>	<table border="1"> <tbody> <tr> <td>Visited at least one Page</td> <td>472</td> </tr> </tbody> </table>	Visited at least one Page	472	<table border="1"> <tbody> <tr> <td>Prioritize Projects for the Tra...</td> <td>472</td> </tr> </tbody> </table>	Prioritize Projects for the Tra...	472																
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<p>AWARE</p>	<p><i>* Aware user could have also performed an Informed or Engaged Action</i></p>	<p><i>* Total list of unique visitors to the project</i></p>																				

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

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

ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY	
1	Surveys
0	Contributors
0	Submissions

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

PLACES SUMMARY	
5	Places
70	Contributors
177	Pins

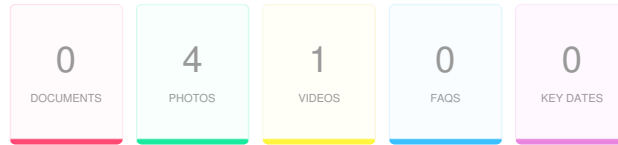
TOP 3 PLACES BASED ON CONTRIBUTORS		
36	32	17
Contributors to	Contributors to	Contributors to
Potential Connection Projects	Potential Pedestrian Projects	Potential Vehicle Projects

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

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

INFORMATION WIDGET SUMMARY



PHOTOS	
4	Photos
18	Visitors
59	Views

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

VIDEOS	
1	Videos
9	Visitors
9	Views

TOP 3 VIDEOS BASED ON VIEWS
9 Views
How to use the Mapping Tool

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Prioritize Projects Page

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

TRAFFIC SOURCES OVERVIEW

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

Connect Sammamish Analytic Report for the Prioritize Projects Page

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

SELECTED PROJECTS - FULL LIST

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

Connect Sammamish Analytic Report for the Transportation Master Plan Page

Summary Report

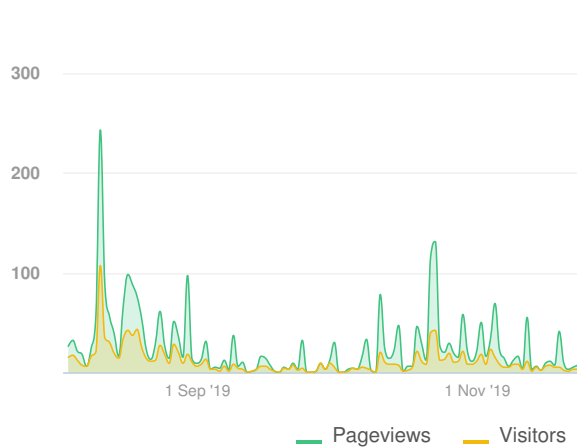
31 July 2019 - 19 November 2019

Connect Sammamish

PROJECTS SELECTED: 1
Transportation Master Plan
FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

TOTAL VISITS	1.3 k	MAX VISITORS PER DAY	107
NEW REGISTRATIONS	103		
ENGAGED VISITORS	82	INFORMED VISITORS	304
		AWARE VISITORS	1.1 k

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

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

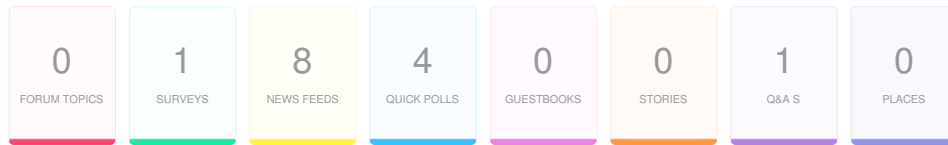
PARTICIPANT SUMMARY

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

Connect Sammamish Analytic Report for the Transportation Master Plan Page

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

ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY	
1	Surveys
5	Contributors
5	Submissions

TOP 3 SURVEYS BASED ON CONTRIBUTORS
<p>5</p> <p>Contributors to</p> <p>TMP Outreach Survey</p>

NEWSFEEDS SUMMARY	
8	NewsFeed
168	Visits
86	Visitors

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

QUICK POLLS SUMMARY	
4	Quick Polls
76	Contributors
82	Responses

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

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

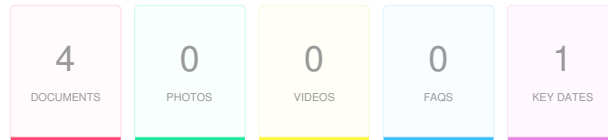
TOP 3 Q & A BASED ON CONTRIBUTORS
<p>10</p> <p>Contributors to</p> <p>Q&A</p>

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Analytic Report for the Transportation Master Plan Page

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

INFORMATION WIDGET SUMMARY



DOCUMENTS	
4	Documents
62	Visitors
87	Downloads

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

KEY DATES	
1	Key Dates
80	Visitors
90	Views

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

Connect Sammamish Analytic Report for the Transportation Master Plan Page

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

TRAFFIC SOURCES OVERVIEW

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

Connect Sammamish Analytic Report for the Transportation Master Plan Page

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

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Transportation Master Plan	1056	304	82

Appendix I: Connect Sammamish and Analytics

Connect Sammamish Informational Handout



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

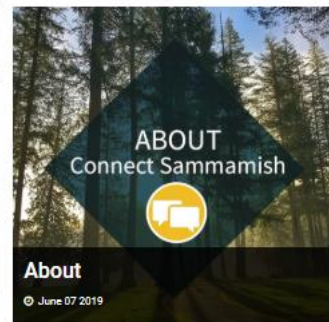
Engagement HQ is an online, two-way engagement platform that features communication tools which allow the public to learn about and discuss different projects. Connect Sammamish will be the go-to place for all things outreach related, including questions on projects, updates on timelines, and other news.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

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

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



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



Appendix J

Statistically Valid Survey



City of Sammamish 2019 Transportation Master Plan Survey Report of Results

December 2019



Prepared by:
 **National Research Center**

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Figure 10: Current Travel Behavior	19
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Executive Summary

Survey Background

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

The City of Sammamish 2019 Transportation Master Plan Survey was administered by mail to 3,000 randomly selected households within the city boundaries in October 2019. Of the approximately 2,938 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. Typical response rates to a broad resident survey of this type generally range from 12% to 30%.

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

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

Key Findings

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

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

Only about half of residents supported this project.

Survey Background

Survey Purpose

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

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

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

Survey Methods

The City of Sammamish 2019 Transportation Master Plan Survey was administered by mail to 3,000 randomly selected households within the city boundaries in October 2019. Of the approximately 2,938 households that received a survey in the mail (the other surveys were sent to vacant households), 687 surveys were completed, providing a response rate of 23%. Typical response rates to a broad resident survey of this type generally range from 12% to 30%.

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

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

Reporting the Results

Rounding

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

Don't Know Responses

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

Comparing Survey Results by Geographic and Demographic Subgroups

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

Open Participation Survey

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

Transportation Master Plan Goals

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

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

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

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

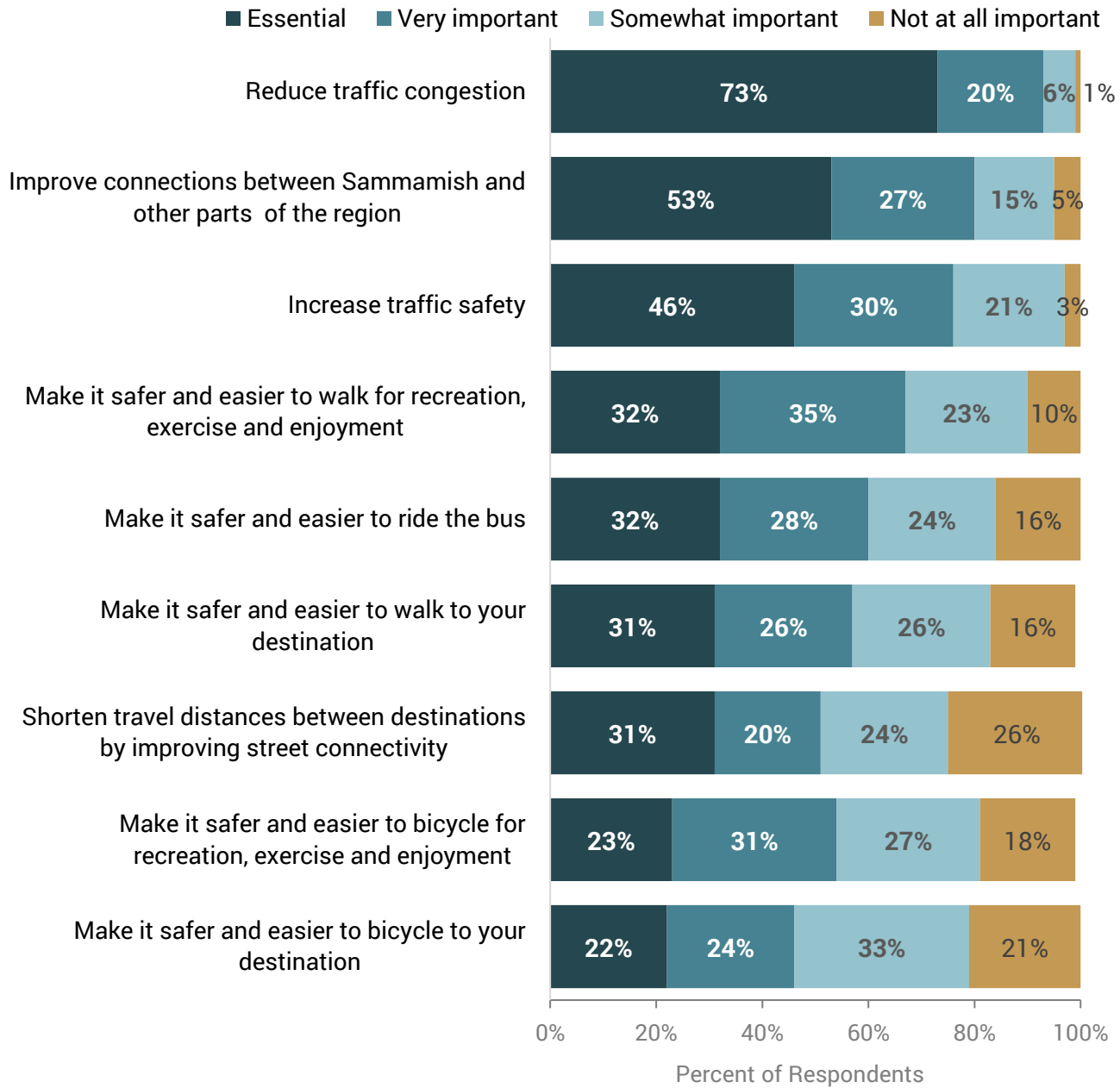
There were four goals that were considered at least very important by over half of respondents and that were considered essential by about 3 in 10 respondents; these were: making it safer and easier to walk for recreation, exercise and enjoyment; making it safer and easier to ride the bus, making it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

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

Appendix J: Statistically Valid Survey

Figure 1: Importance of Various Transportation Master Plan Potential Goals

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



Appendix J: Statistically Valid Survey

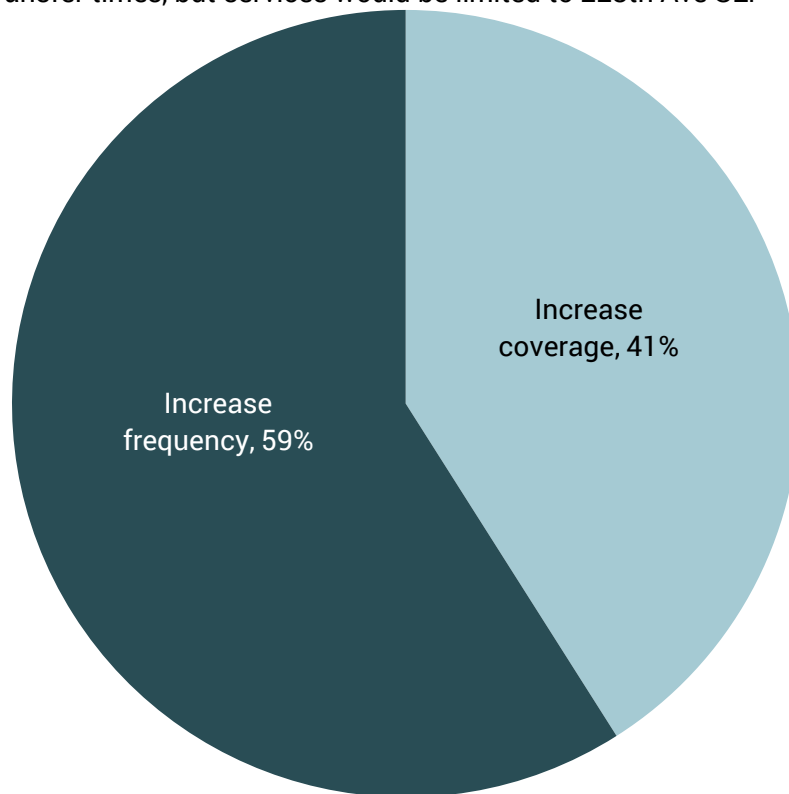
In addition to rating the importance of various goals for the TMP, those participating in the survey were asked to make trade-offs, as more needs are identified than there are available resources to resolve them all.

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

Figure 2: Preferred Approach to Improve Bus Service

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

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



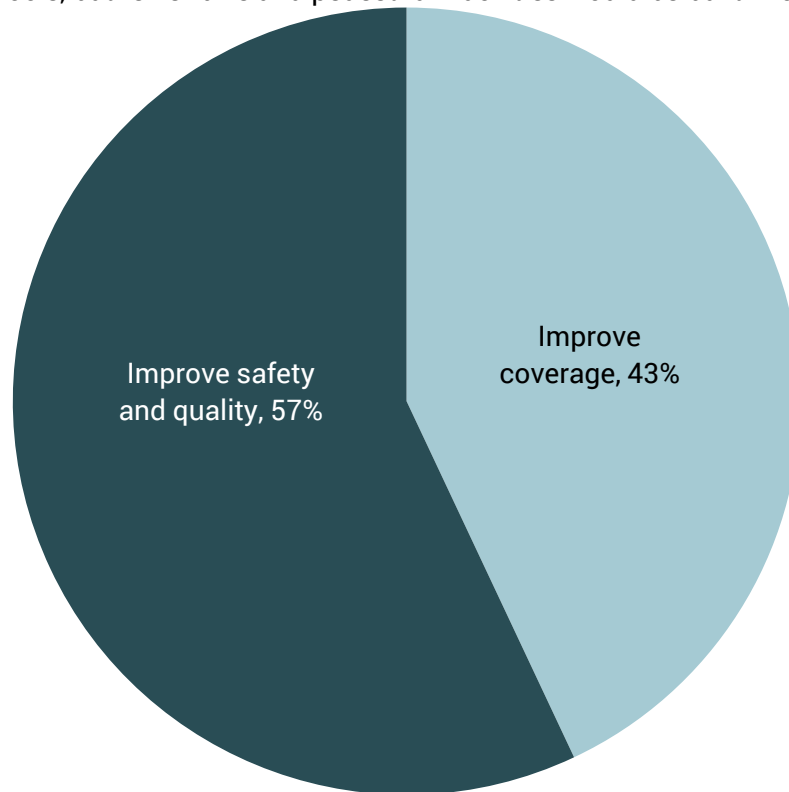
Appendix J: Statistically Valid Survey

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

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

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

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



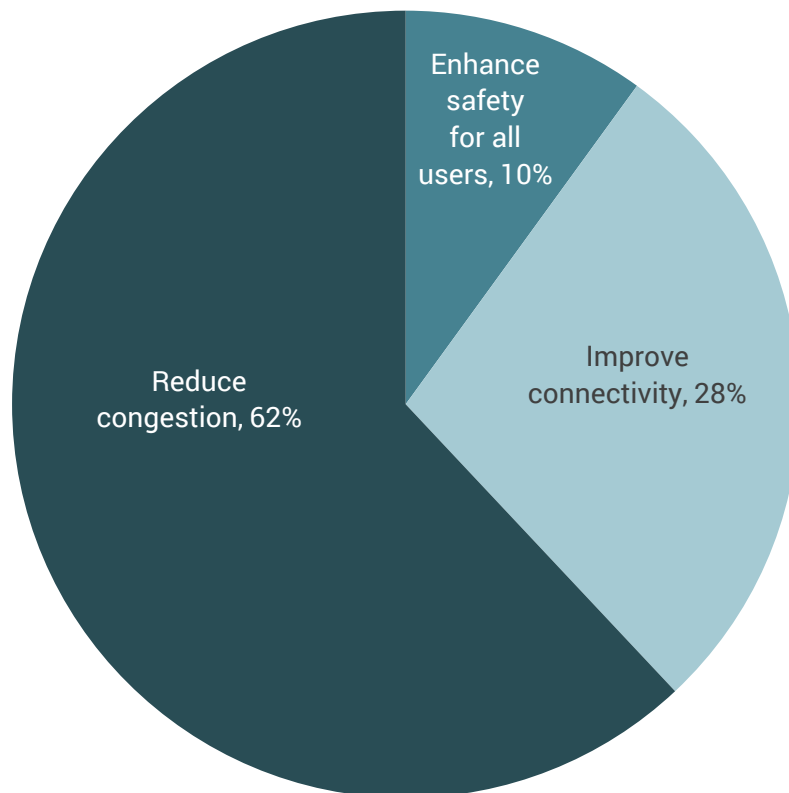
Appendix J: Statistically Valid Survey

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

Figure 4: Preferred Approach to Improve Roads and Traffic

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

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



Appendix J: Statistically Valid Survey

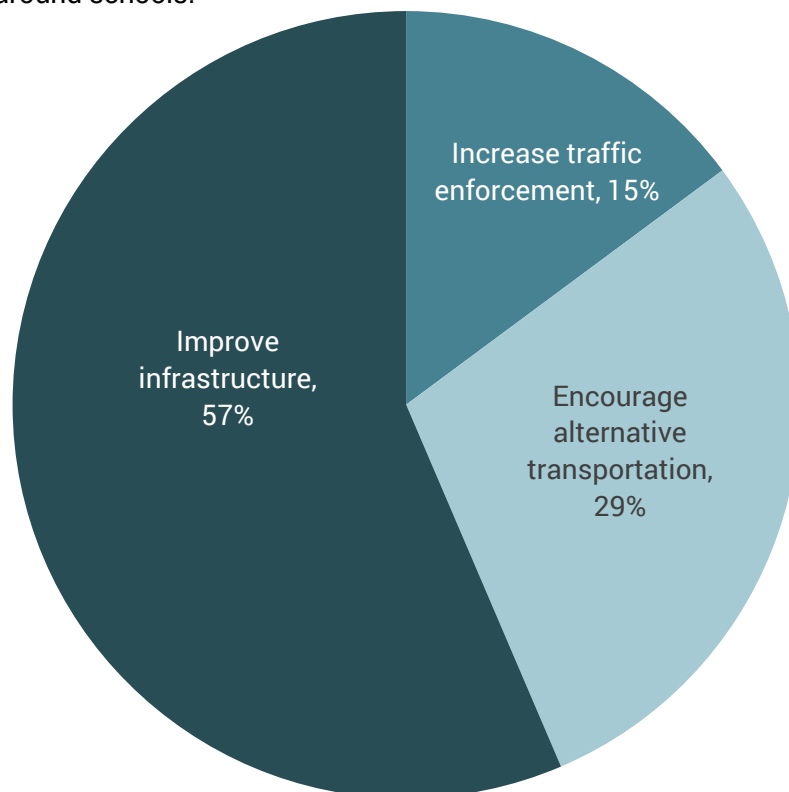
Improvements to infrastructure around schools was the preferred strategy for increasing safety and reducing traffic congestion around schools; this was chosen by 57% of respondents, compared to 29% who preferred encouraging use of alternative modes of transportation to access schools or 15% who preferred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

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

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

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

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



Mobility Projects

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

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

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

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

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

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

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

Figure 6: Map of Potential Transportation Projects

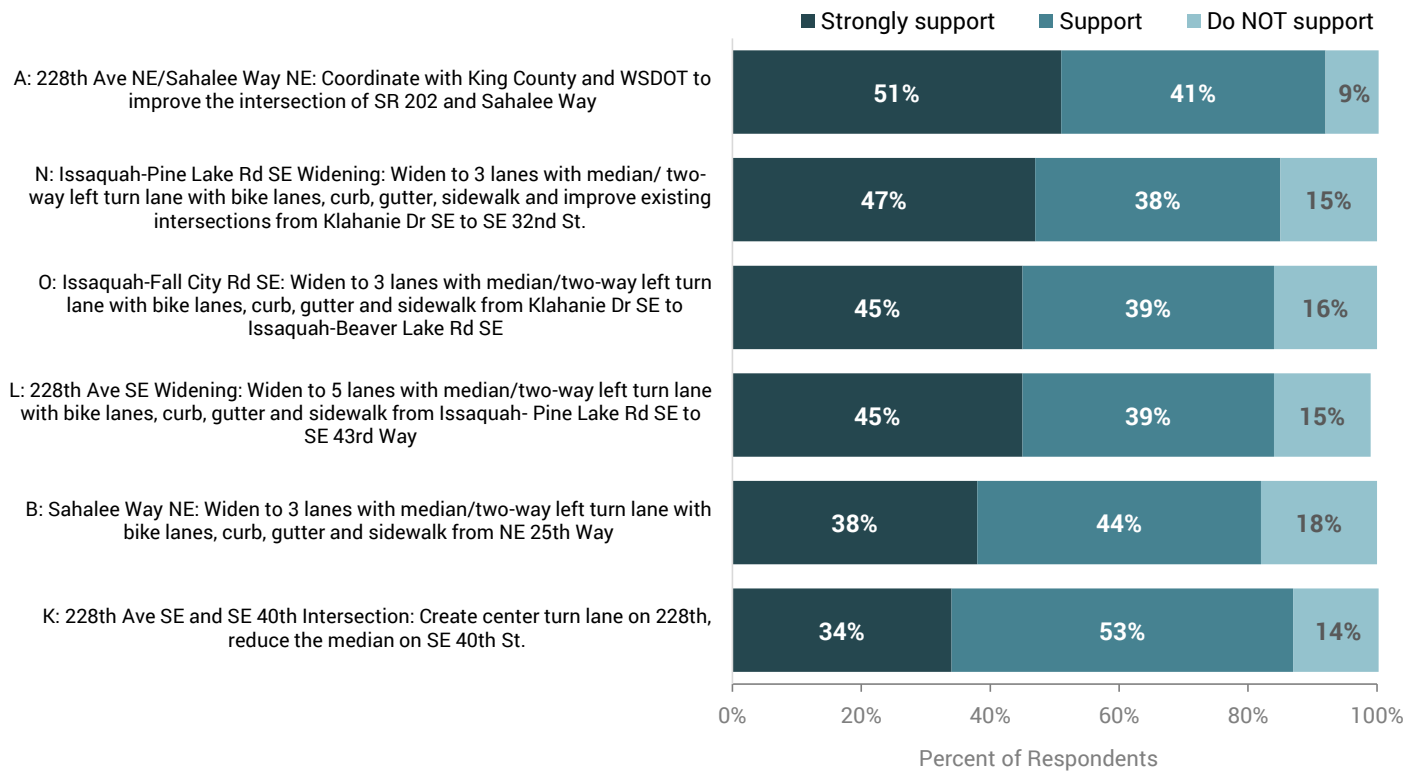


- | | |
|---|--|
|  Intersection Project |  Roadway Project |
|  Road Connection Project |  Pedestrian Project |
|  City of Sammamish |  Transit Project |
| |  Bicycle Project |

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

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

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



Appendix J: Statistically Valid Survey

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

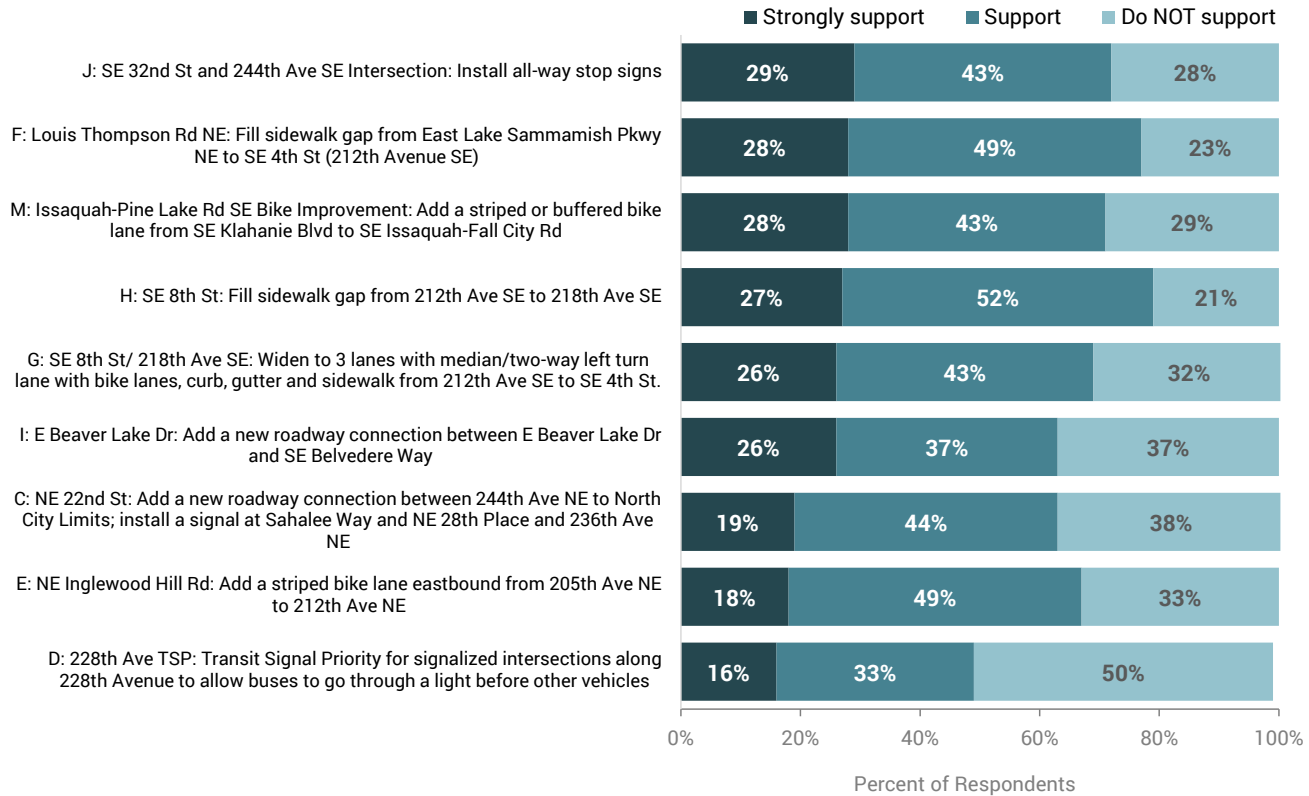


Figure 8: Importance of Various Transportation Improvement Projects, part 1

Which FOUR of the projects from the list are MOST IMPORTANT to your household?

(Projects sorted by percent choosing each as the most important.)

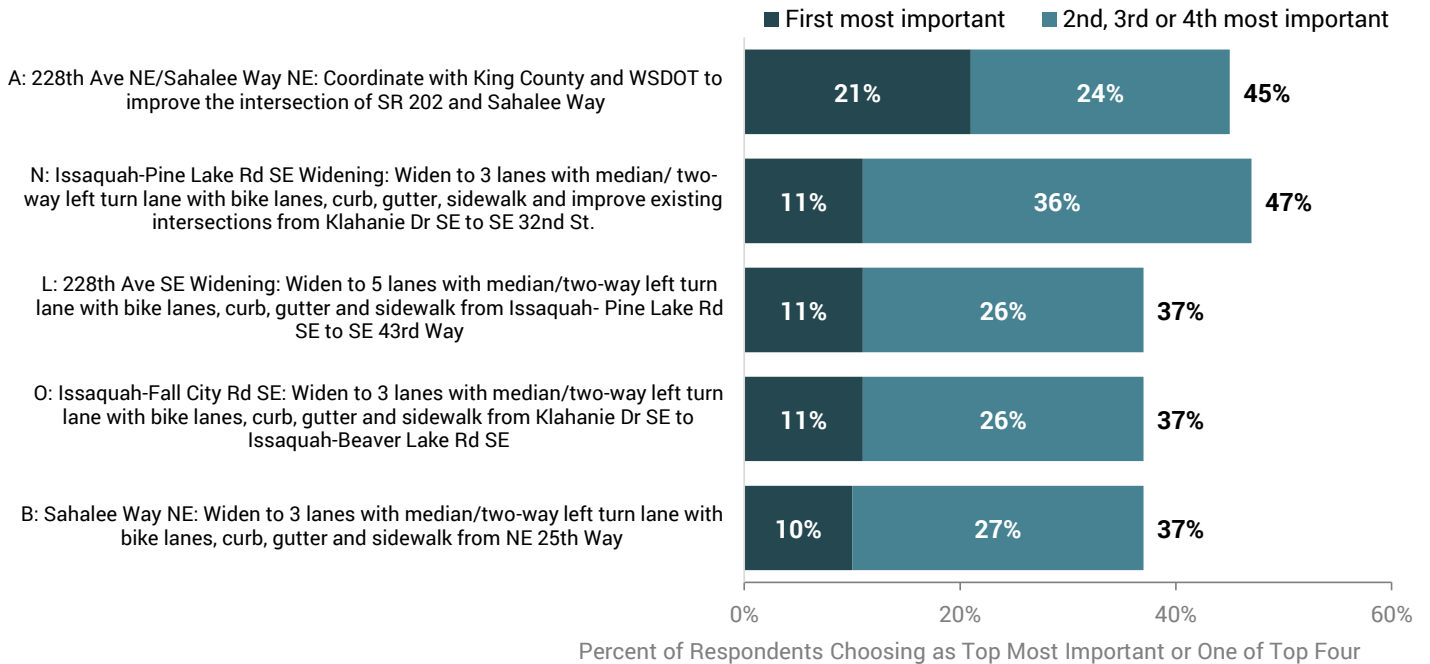
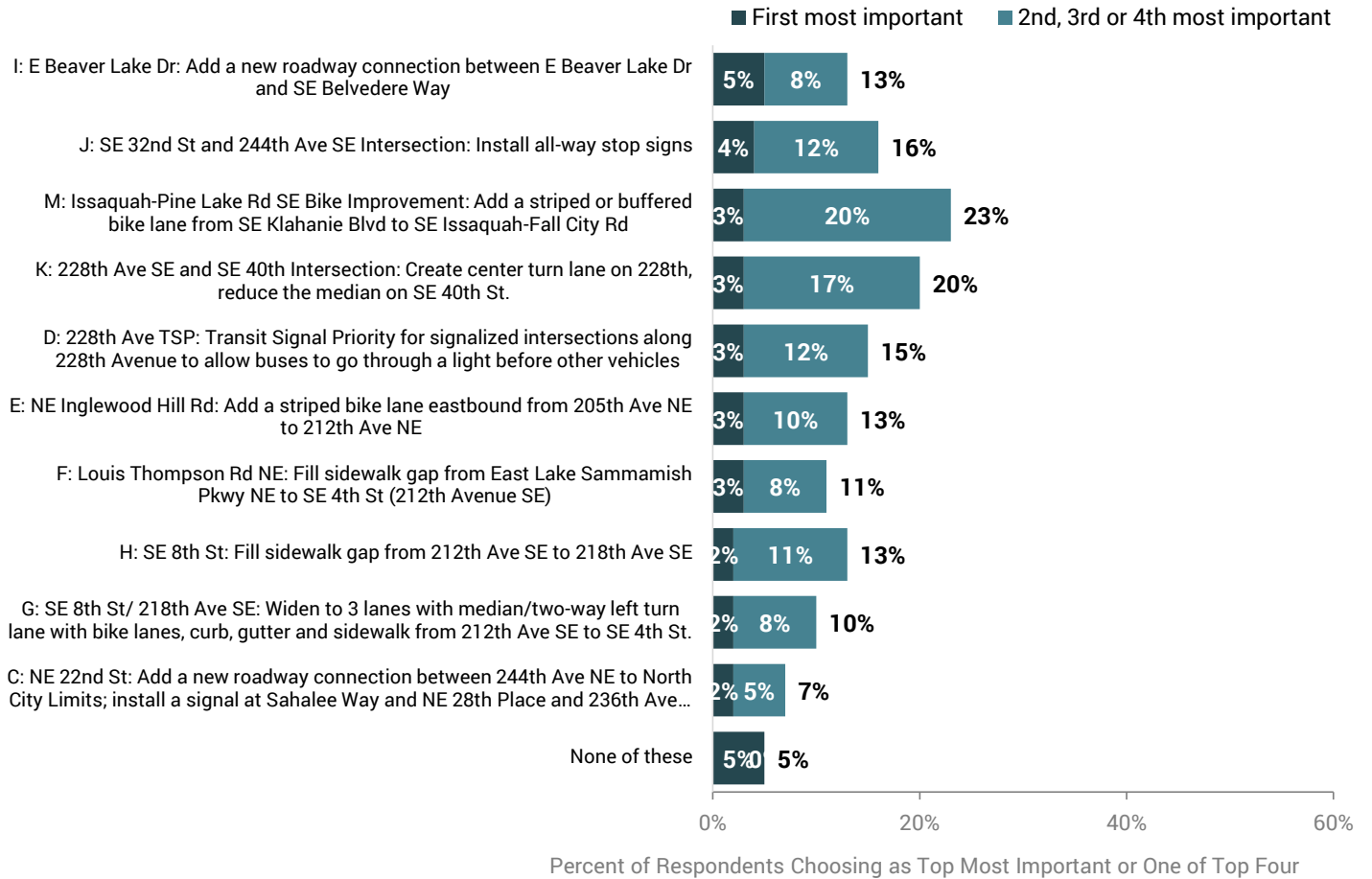


Figure 8: Importance of Various Transportation Improvement Projects, part 2

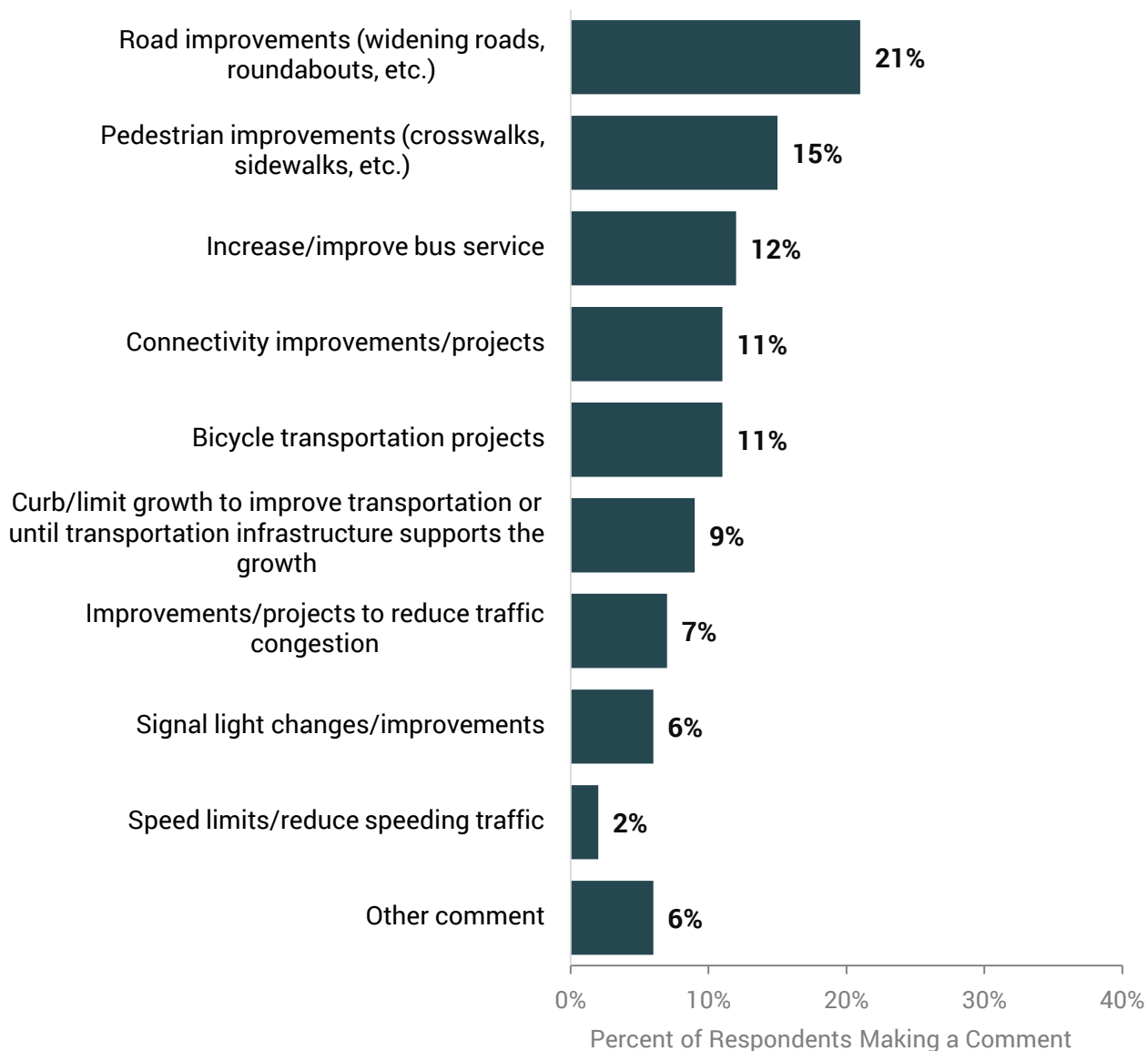


Appendix J: Statistically Valid Survey

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

Figure 9: Other Projects

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



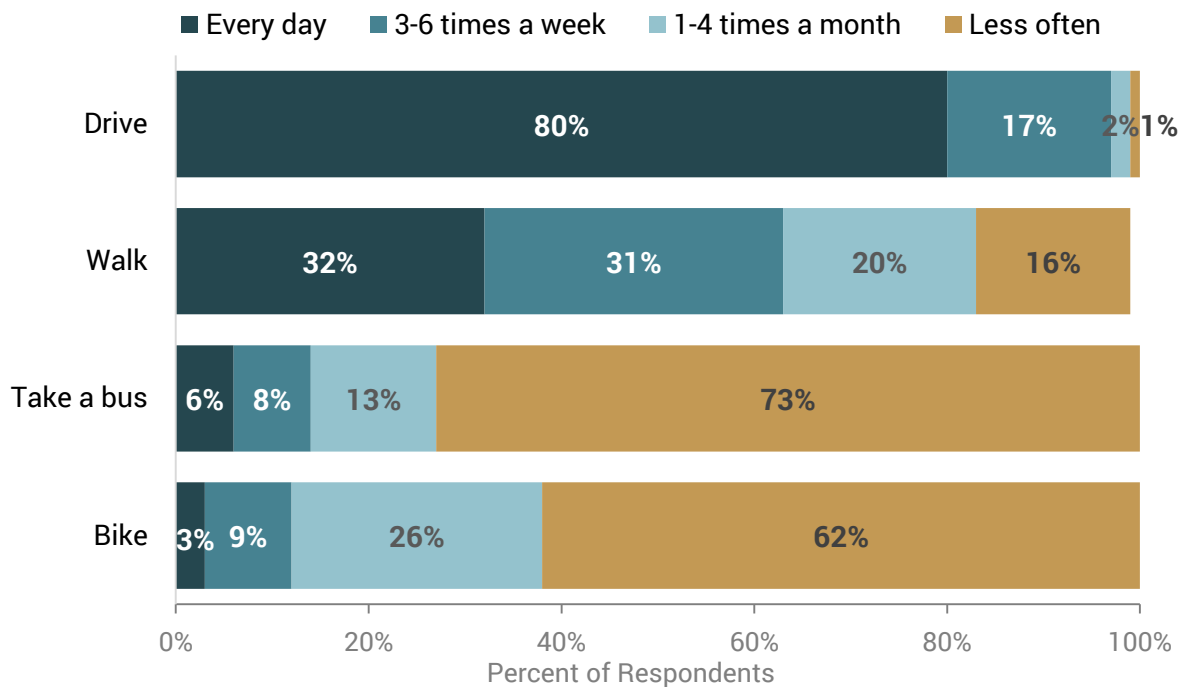
Current Travel Behavior

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

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

Figure 10: Current Travel Behavior

How often do you...



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

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

Table 5: Question #3

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

Table 8: Question #5

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

Appendix J: Statistically Valid Survey

Table 9: Question #6

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

Table 10: Question #7

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

Appendix J: Statistically Valid Survey

Table 11: Question #8

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

Table 12: Question #9

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

Table 13: Question #10

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

Appendix J: Statistically Valid Survey

Table 14: Question #11

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

Table 15: Question #12

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

Table 16: Question #13

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

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

Appendix J: Statistically Valid Survey

Table 17: Question #14

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

Table 18: Question #15

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

Table 19: Question #16

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

Table 20: Question #17

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

Table 21: Zone of Residence

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

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

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

Road improvements (widening roads, roundabouts, etc.)

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

- More use of roundabouts rather than signals or 4 way stages.
- N. 3 lanes for Issaquah Pine Lake Rd is not enough. It would be a waste of funds not to widen to a full 4 lanes at once.
- NE 8th & 233rd widen road gets congested w/ school traffic w/ huge back-ups, NE 10th place & 233rd. Three way stop sign (school & work traffic many close head-ons).
- Need to enhance intersection @ Inglewood & East lake Sammamish.
- On J, make it a roundabout!!
- PARTNER WITH REDMOND TO IMPROVE 202/ E LAKE SAMM INTERSECTION (NEAR WHOLE FOODS). DON'T DESTROY NEIGHBORHOODS BARRICADE REMOVALS!!
- Possible addition of roundabout at East Lk. Samm Pkwy & 187th or is that considered Redmond?
- Proactively eliminate potholes.
- Re: "B" 3 lanes on Sahalee will make 0 difference in that area. Sahalee way needs to be 4-5 lanes from 202 at least Timberline, possibly all the way to 25th way.
- Roundabout at 26th Ave SE & SE Issaquah Beaver Lake Rd. In #O There's no left turns needed in option O from Klahanie Dr. to Issaquah Beaver Lake Rd. SE. You should be collecting maximum \$ from developers. Option N should be paid for by jams from developers.
- ROUNDABOUT AT IE ISSAQUAH BEAVER LAKE ROAD & 256TH AVE SE/ E BEAVER LAKE DR DE.
- ROUNDABOUT AT INTERSECTION IN EAST BEAVER LAKE DRIE SE 32ND AND KLAHANIE ENTRANCE. -> DO NOT OPEN THE BARRIER AT I BELEVEDERE.
- Sahalee should be 4 lanes with sidewalks from NE 8th to SR 202.
- SAHALEE WAY HAS MANY SECTIONS THAT CAN SUPPORT MULTIPLE LANES.
- SE 24th St. wider road, sidewalks not necessary, install traffic signal at SE 24th & E Lake Samm Pkwy. People do not walk or bike on steep roads (Sahalee Way Thompson Rd. SE 24th) no need for sidewalks.
- The intersection coming out of Saffron Center & the Safeway parking lot.
- The intersection of 256th Ave SE & Issaquah-Beaver Lake Rd. should have a permanent roundabout. Also, project "J" should be a roundabout rather than all-way stop.
- There is no easy or safe way to go from Saffron Shopping Center directly South to Safeway Shopping Center. Drivers should be directed to turn either west or east & enter Safeway from a different driveway.
- We need 4 lanes on the North end of 228th like the South end. It's dangerous and traffics. Not able to flow at the correct flow rate. Get a way, from the turn lanes. Waste of fare.
- What we really need is a fast track and off the plateau elevated roadways to 520 & I-90.... Ps the feds have money.

Appendix J: Statistically Valid Survey

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

Pedestrian improvements (crosswalks, sidewalks, etc.)

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Increase/improve bus service

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

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

Connectivity improvements/projects

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

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

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

Bicycle transportation projects

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

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

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

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

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

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

Improvements/projects to reduce traffic congestion

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

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

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

Signal light changes/improvements

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

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

Speed limits/reduce speeding traffic

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

Other comment

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

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

None/Don't know

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

Appendix B: Crosstabulations of Selected Survey Responses by Respondent Characteristics

Understanding the Tables

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

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

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

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

Selected Survey Responses by Zone of Residence

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

Table 22: Question #1 by Zone of Residence

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

Table 23: Question #1 by Zone of Residence

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

Appendix J: Statistically Valid Survey

Table 24: Question #2 by Zone of Residence

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

Table 25: Question #2 by Zone of Residence

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

Table 26: Question #3 by Zone of Residence

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

Appendix J: Statistically Valid Survey

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

Table 27: Question #3 by Zone of Residence

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

Table 28: Question #4 by Zone of Residence

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

Table 29: Question #5 by Zone of Residence

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

Table 30: Question #6 by Zone of Residence

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

Table 31: Question #7 by Zone of Residence

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

Table 32: Question #8 by Zone of Residence

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

Appendix J: Statistically Valid Survey

Table 33: Question #11 by Zone of Residence

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

Table 34: Question #11 by Zone of Residence

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

Table 35: Question #11 by Zone of Residence

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

Selected Survey Responses by Travel Mode Use

Table 36: Question #1 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Table 37: Question #1 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Table 38: Question #2 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 39: Question #2 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 40: Question #3 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

Table 41: Question #3 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 42: Question #4 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Table 43: Question #5 by Travel Modes Used

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

Table 44: Question #6 by Travel Modes Used

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

Table 45: Question #7 by Travel Modes Used

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

Appendix J: Statistically Valid Survey

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

Table 46: Question #8 by Travel Modes Used

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

Table 47: Question #11 by Travel Modes Used

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

Table 48: Question #11 by Travel Modes Used

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

Table 49: Question #11 by Travel Modes Used

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

Selected Survey Responses by Employment Status

Table 50: Question #1 by Employment Status

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

Appendix J: Statistically Valid Survey

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

Table 51: Question #1 by Employment Status

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

Table 52: Question #2 by Employment Status

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 53: Question #2 by Employment Status

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 54: Question #3 by Employment Status

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

Appendix J: Statistically Valid Survey

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

Table 55: Question #3 by Employment Status

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

Appendix J: Statistically Valid Survey

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

Table 56: Question #4 by Employment Status

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

Table 57: Question #5 by Employment Status

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

Table 58: Question #6 by Employment Status

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

Table 59: Question #7 by Employment Status

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

Table 60: Question #8 by Employment Status

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

Table 61: Question #11 by Employment Status

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

Table 62: Question #11 by Employment Status

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

Table 63: Question #11 by Employment Status

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

Selected Survey Responses by Respondent Age, Gender and Housing Tenure

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

Selected Survey Responses by Length of Residency

Table 92: Question #1 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Table 93: Question #1 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Table 94: Question #2 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

Table 95: Question #2 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Table 96: Question #3 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Table 97: Question #3 by Length of Residency

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

Table 98: Question #4 by Length of Residency

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

Table 99: Question #5 by Length of Residency

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

Table 100: Question #6 by Length of Residency

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

Table 101: Question #7 by Length of Residency

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

Table 102: Question #8 by Length of Residency

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

Table 103: Question #11 by Length of Residency

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

Table 104: Question #11 by Length of Residency

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

Appendix J: Statistically Valid Survey

Table 105: Question #11 by Length of Residency

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

Appendix J: Statistically Valid Survey

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

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Appendix J: Statistically Valid Survey

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

Table 110: Question #3

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

Appendix J: Statistically Valid Survey

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

Appendix J: Statistically Valid Survey

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

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

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

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

Appendix J: Statistically Valid Survey

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

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

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

Table 113: Question #5

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

Appendix J: Statistically Valid Survey

Table 114: Question #6

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

Table 115: Question #7

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

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Table 116: Question #8

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

Table 117: Question #9

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

Table 118: Question #10

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

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Table 119: Question #11

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

Table 120: Question #12

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

Table 121: Question #13

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

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

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Table 122: Question #14

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

Table 123: Question #15

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

Table 124: Question #16

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

Table 125: Question #17

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

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

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

Road improvements (widening roads, roundabouts, etc.)

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

Pedestrian improvements (crosswalks, sidewalks, etc.)

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

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

Increase/improve bus service

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

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

Connectivity improvements/projects

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

Bicycle transportation projects

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

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

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

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

Improvements/projects to reduce traffic congestion

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

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

Signal light changes/improvements

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

Speed limits/reduce speeding traffic

- Neighborhood speed management i.e speed humps, roundabouts

None/Don't know

- none

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

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

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

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

- When writing in responses to what other transportation projects the City should undertake, open participation survey respondents were more likely to make a comment about increasing or improving bus service compared to mailed probability

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survey respondents, while mailed probability survey respondents were more likely to mention road improvements (see Table 132).

- On the trade-off questions, the top choice of respondents was the same for both groups, although sometimes the “lean” was greater in one group versus the other (see Table 133, Table 134, Table 135 and Table 136).
- Online open participation survey respondents had shorter lengths of residency in Sammamish compared to the mailed survey respondents, and were less likely to use a bike. They were a bit less likely to be employed full-time (see Table 137, Table 139 and Table 147).

Table 126: Question #1 by Survey Sample

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential"	Mailed Probability Survey	Online Open Participation Survey
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	31%	35%
Make it safer and easier to walk for recreation, exercise and enjoyment	32%	33%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	22%	29%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	23%	26%
Make it safer and easier to ride the bus	32%	35%
Reduce traffic congestion	73%	67%
Increase traffic safety	46%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	31%	20%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	53%	54%

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Table 127: Question #1 by Survey Sample

As the City develops the Sammamish Transportation Master Plan, how important, if at all, do you think it is for the Plan to achieve each of the following goals? Percent of respondents with an opinion rating as "Essential" or "Very Important"	Mailed Probability Survey	Online Open Participation Survey
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	57%	68%
Make it safer and easier to walk for recreation, exercise and enjoyment	67%	71%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	46%	50%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	55%	53%
Make it safer and easier to ride the bus	60%	66%
Reduce traffic congestion	93%	93%
Increase traffic safety	76%	81%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	51%	32%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	80%	76%

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Table 128: Question #2 by Survey Sample

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	51%	59%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	38%	48%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	19%	26%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	16%	25%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	18%	23%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	28%	40%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	26%	31%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	27%	39%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	26%	14%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	29%	30%

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<p>The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity.</p> <p>Percent of respondents with an opinion saying "Strongly support"</p>	<p>Mailed Probability Survey</p>	<p>Online Open Participation Survey</p>
<p>228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.</p>	<p>34%</p>	<p>19%</p>
<p>228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way</p>	<p>45%</p>	<p>32%</p>
<p>Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd</p>	<p>28%</p>	<p>24%</p>
<p>Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.</p>	<p>47%</p>	<p>48%</p>
<p>Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE</p>	<p>45%</p>	<p>43%</p>

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Table 129: Question #2 by Survey Sample

The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity. Percent of respondents with an opinion saying "Strongly support" or "Support"	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	91%	96%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	82%	92%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	62%	65%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	50%	55%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	67%	76%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	77%	89%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	68%	83%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	79%	94%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	63%	43%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	72%	77%

Appendix J: Statistically Valid Survey

<p>The City is considering several different projects to improve mobility in Sammamish, including increasing the safety and ease of walking, biking, public transit and driving, and enhance overall connectivity.</p> <p>Percent of respondents with an opinion saying "Strongly support" or "Support"</p>	<p>Mailed Probability Survey</p>	<p>Online Open Participation Survey</p>
<p>228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.</p>	<p>86%</p>	<p>83%</p>
<p>228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way</p>	<p>85%</p>	<p>77%</p>
<p>Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd</p>	<p>71%</p>	<p>74%</p>
<p>Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.</p>	<p>85%</p>	<p>90%</p>
<p>Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE</p>	<p>84%</p>	<p>83%</p>

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Table 130: Question #3 by Survey Sample

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	21%	24%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	10%	11%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	2%	2%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	3%	1%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	3%	2%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	3%	3%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	2%	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	2%	3%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	5%	3%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	4%	3%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	3%	5%

Appendix J: Statistically Valid Survey

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	11%	6%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	3%	2%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	11%	13%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	11%	5%
None	5%	7%

Appendix J: Statistically Valid Survey

Table 131: Question #3 by Survey Sample

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	45%	51%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	37%	41%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	8%	11%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	15%	27%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	13%	10%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	11%	19%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	10%	19%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	12%	22%
E Beaver Lake Dr: Add a new roadway connection between E Beaver Lake Dr and SE Belvedere Way	13%	8%
SE 32nd St and 244th Ave SE Intersection: Install all-way stop signs	16%	12%
228th Ave SE and SE 40th Intersection: Create center turn lane on 228th, reduce the median on SE 40th St.	20%	15%

Appendix J: Statistically Valid Survey

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Mailed Probability Survey	Online Open Participation Survey
228th Ave SE Widening: Widen to 5 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Issaquah- Pine Lake Rd SE to SE 43rd Way	37%	36%
Issaquah-Pine Lake Rd SE Bike Improvement: Add a striped or buffered bike lane from SE Klahanie Blvd to SE Issaquah-Fall City Rd	23%	18%
Issaquah-Pine Lake Rd SE Widening: Widen to 3 lanes with median/ two-way left turn lane with bike lanes, curb, gutter, sidewalk and improve existing intersections from Klahanie Dr SE to SE 32nd St.	47%	35%
Issaquah-Fall City Rd SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from Klahanie Dr SE to Issaquah-Beaver Lake Rd SE	37%	21%
None	5%	7%

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Table 132: Question #4 by Survey Sample

If there are other transportation projects you think the City should undertake, what are they?	Mailed Probability Survey	Online Open Participation Survey
Increase/improve bus service	12%	30%
Pedestrian improvements (crosswalks, sidewalks, etc.)	14%	12%
Signal light changes/improvements	6%	4%
Road improvements (widening roads, roundabouts, etc.)	21%	13%
Bicycle transportation projects	10%	8%
Connectivity improvements/projects	11%	9%
Improvements/projects to reduce traffic congestion	7%	14%
Speed limits/reduce speeding traffic	2%	1%
Curb/limit growth to improve transportation or until transportation infrastructure supports the growth	8%	3%
Other comment	5%	3%
None/Don't know	3%	2%
Total	100%	100%

Table 133: Question #5 by Survey Sample

To improve bus service, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Increase coverage: Increase the number of bus routes and stops to provide service on more of Sammamish's main roads, but the buses would run less frequently (e.g., every 30-60 minutes) and there would be longer transfer times.	41%	36%
Increase frequency: Increase the frequency of existing bus services (e.g., every 15 minutes) with faster transfer times, but services would be limited to 228th Ave SE.	59%	64%
Total	100%	100%

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Table 134: Question #6 by Survey Sample

To improve the safety and ease of bicycling and walking in the community, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Improve coverage: Build as many miles of sidewalks and bike lanes in the City as possible, but these facilities would be more basic, such as a path or a painted stripe separating the bike lane from the vehicle lanes.	43%	47%
Improve safety and quality: Build enhanced sidewalks and bike lanes that are protected (e.g., separated from the roadways by a planter strip) in priority areas such as along main streets and near schools, but fewer bike and pedestrian facilities would be built in other areas.	57%	53%
Total	100%	100%

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Table 135: Question #7 by Survey Sample

To improve roads and traffic, would you prefer to...	Mailed Probability Survey	Online Open Participation Survey
Improve connectivity: Build new road connections, remove existing road barricades and make more pedestrian and bicycle connections between neighborhoods to shorten the distance people need to travel.	28%	26%
Reduce congestion: Program traffic signals to give priority to moving traffic on the City's arterials over the side streets during peak travel times, encourage staggering of work and school schedules, and encourage transit use to reduce traffic congestion	62%	60%
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	10%	14%
Total	100%	100%

Table 136: Question #8 by Survey Sample

To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?	Mailed Probability Survey	Online Open Participation Survey
Improve infrastructure: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.	57%	64%
Encourage alternative transportation: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.	29%	27%
Increase traffic enforcement: Partner with school districts and police to enforce traffic laws specifically around schools.	15%	9%
Total	100%	100%

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Table 137: Question #9 by Survey Sample

How many years have you lived in Sammamish?	Mailed Probability Survey	Online Open Participation Survey
Less than 2 years	11%	25%
2-5 years	17%	15%
6-10 years	15%	22%
11-20 years	29%	18%
21-30 years	15%	12%
More than 30 years	12%	8%
Total	100%	100%

Table 138: Question #10 by Survey Sample

Is your primary residence...	Mailed Probability Survey	Online Open Participation Survey
Rented	13%	13%
Owned	87%	87%
Total	100%	100%

Table 139: Question #11 by Survey Sample

How often do you... Percent doing each at least once a month	Mailed Probability Survey	Online Open Participation Survey
Walk	84%	81%
Bike	38%	25%
Take a bus	27%	26%
Drive	99%	100%

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Table 140: Question #11 by Survey Sample

How often do you... Percent doing each at least 3 times a week	Mailed Probability Survey	Online Open Participation Survey
Walk	63%	51%
Bike	12%	7%
Take a bus	14%	22%
Drive	97%	94%

Table 141: Question #11 by Survey Sample

How often do you... Percent doing each every day	Mailed Probability Survey	Online Open Participation Survey
Walk	32%	32%
Bike	3%	3%
Take a bus	6%	13%
Drive	80%	77%

Appendix J: Statistically Valid Survey

Table 142: Question #12 by Survey Sample

Are you Spanish, Hispanic or Latino?	Mailed Probability Survey	Online Open Participation Survey
No	94%	94%
Yes	6%	6%
Total	100%	100%

Table 143: Question #13 by Survey Sample

What is your race? (Please check all that apply.)*	Mailed Probability Survey	Online Open Participation Survey
American Indian or Alaskan Native	1%	0%
Asian, Asian Indian or Pacific Islander	22%	14%
Black or African American	1%	0%
White	73%	82%
Other	6%	12%
Total*	100%	100%

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

Table 144: Question #14 by Survey Sample

What language do you primarily speak at home?	Mailed Probability Survey	Online Open Participation Survey
English	90%	93%
Chinese	4%	3%
Spanish	1%	1%
Multiple	0%	0%
Other language	5%	3%
Total	100%	100%

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Table 145: Question #15 by Survey Sample

In which category is your age?	Mailed Probability Survey	Online Open Participation Survey
18-24 years	3%	5%
25-34 years	15%	13%
35-44 years	23%	28%
45-54 years	30%	24%
55-64 years	14%	17%
65 years or older	15%	12%
Total	100%	100%

Table 146: Question #16 by Survey Sample

What is your gender?	Mailed Probability Survey	Online Open Participation Survey
Female	50%	50%
Male	49%	50%
Identify another way	1%	0%
Total	100%	100%

Table 147: Question #17 by Survey Sample

What is your current employment status?	Mailed Probability Survey	Online Open Participation Survey
Employed part-time	10%	7%
Employed full-time	64%	54%
Unemployed	7%	12%
Student	2%	6%
Retired	17%	20%
Disability/unable to work	0%	1%
Total	100%	100%

Appendix E: Survey Methodology

About the Survey

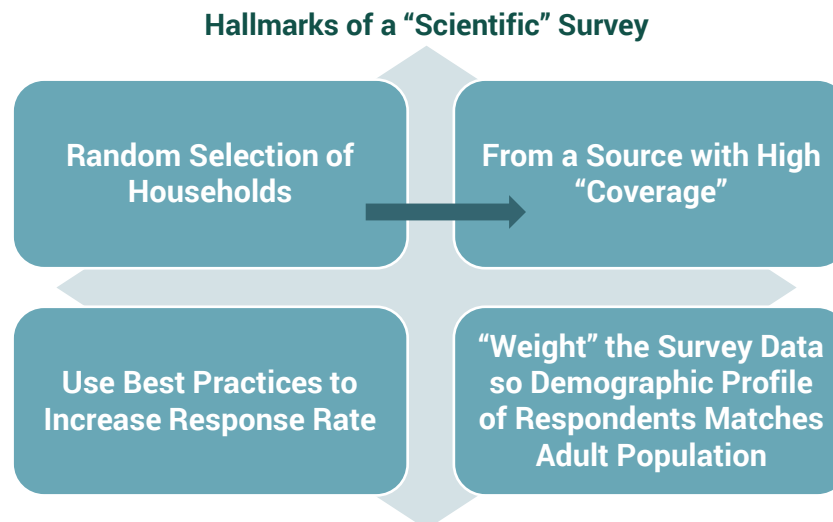
The City of Sammamish is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City’s transportation vision and goals over the next 20 years. The TMP will provide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

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

The City of Sammamish 2019 Transportation Master Plan Survey provided residents the opportunity to provide their opinion about the transportation needs and priorities of the Sammamish community. The City of Sammamish funded this research and contracted with National Research Center (NRC) to implement the study. Please contact Doug McIntyre, Transportation Planner at DMcIntyre@sammamish.us or 425-295-0628 if you have any questions about the survey.

Hallmarks of a “Scientific” Survey

The figure below displays the unique features of a scientific survey. The statistically valid survey conducted by National Research Center on behalf of the City of Sammamish was a scientific survey, implemented using survey research best practices to provide a picture of the opinions of all adults living in the City.



Appendix J: Statistically Valid Survey

In addition to the statistically valid probability sample survey, an open participation survey was conducted, in which the survey was made available online and publicized by the City.

Developing the Questionnaire

The survey questionnaire was developed by starting with questions generated by staff and by questions used in TMP workshops. In an iterative process between City staff, staff of the TMP consultant Fehr & Peers and staff from NRC, the final questionnaire was created. A copy can be found in *Appendix F: Survey Materials*.

Selecting Survey Recipients

The target population for the survey was adults who live within the geographic limits of the City of Sammamish. The statistically valid survey was designed as a mailed survey. The list from which survey recipients were selected is referred to as a “sampling frame.” A sampling frame was chosen that provided high “coverage,” meaning that almost every member of the target population had a chance of being selected.

Because local governments generally do not have inclusive lists of all the residences in the jurisdiction (tax assessor and utility billing databases often omit rental units), lists from the United States Postal Service (USPS), based on the Delivery Sequence File (DSF) used by the postal carriers to deliver the mail and updated every three months, usually provide the best representation of all households in a specific geographic location. A list of households within the zip codes serving Sammamish was purchased from Go-Dog Direct. They provided a list of addresses that were selected using a systematic selection, a procedure where every Nth item is chosen, a process which results in a random selection.

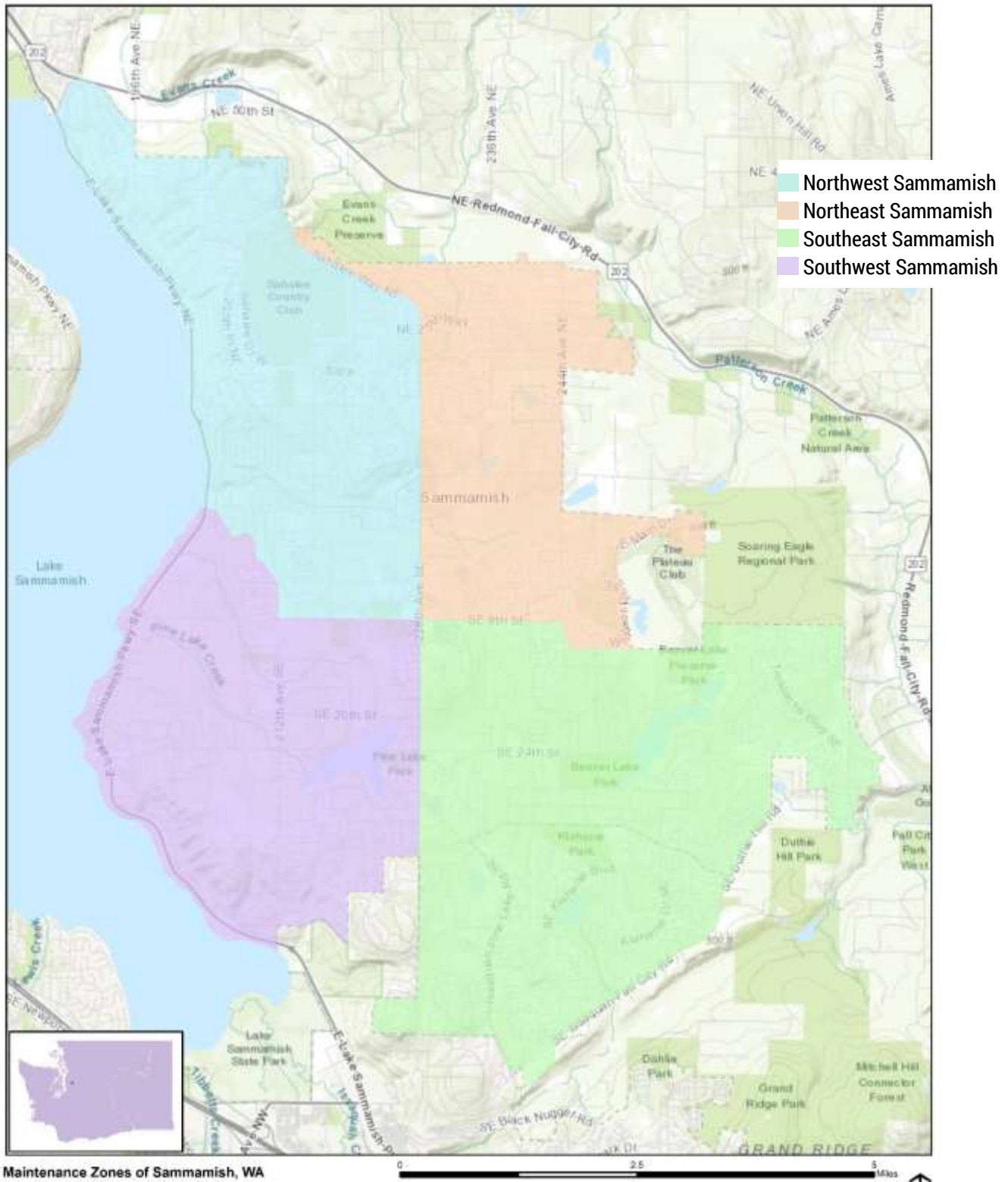
A larger list than needed was sampled, as zip codes generally do not follow municipal boundaries and addresses outside of city limits would be eliminated. Each of the addresses purchased was geocoded, and identified as being inside or outside city boundaries, and if inside the city, assigned to one of four zones. (A map of the zones can be found on the next page.) A random selection was made of 3,000 addresses; multi-family addresses (identified as those including a unit number) were oversampled at a rate of 5:3 compared to single family addresses. This oversampling is done as those who live in multi-family housing tend to respond to surveys at a lower rate than those in single family housing.

To ensure that survey results could be compared by zone, a different color paper was used to print the survey for each zone. A code for the color identifying the zone was then data entered along with the responses to that survey. An individual within each household was randomly selected to complete the survey using the birthday method.¹

For the open participation survey, anyone who heard or saw the outreach messages about the online survey on Connect Sammamish could go the website and complete the survey.

¹ The birthday method selects a person within the household by asking the “person whose birthday has most recently passed” to complete the questionnaire. The underlying assumption in this method is that day of birth has no relationship to the way people respond to surveys.

Figure 11: Map of Sammamish Maintenance Zones



Administering the Survey

Households randomly selected to receive the statistically valid survey were contacted three times by mail in October 2019. Completed surveys were collected over the following weeks. The first mailing was a prenotification postcard announcing the upcoming survey. A week after the prenotification postcard was sent, the first wave of the survey was sent. The second wave was sent one week after the first. The survey mailings contained an introduction from the Sammamish City Manager, Rick Rudometkin, inviting the household's participation, a questionnaire and a postage-paid return envelope.

As of December 19, 2019 about 2% of the surveys (62) were returned because they either had incorrect addresses or were received by vacant housing units. Of the estimated 2,938 remaining households, 687 completed the survey, providing a response rate of 23%. This method of calculating the response rate is in accordance with the AAPOR's response rate #2 for mailed surveys of unnamed persons.² Typical response rates for a mailed resident survey range from 12% to 30%.

The open participation survey was identical to the mailed survey, but was programmed into the online survey application SurveyGizmo. A total of 167 completed surveys were obtained.

Confidence Intervals

The 95% confidence interval (or "margin of error") quantifies the "sampling error" or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within a certain number of percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite the best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (referred to as non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

The margin of error for the statistically valid survey, with 687 respondents, is $\pm 3.7\%$. In essence, this means that, 95% of the time, any statistic given in this report will be within 3.7 percentage points of what the entire adult population would have given had they all been surveyed. A margin of error cannot be calculated for the open participation survey, as responses did not come from a probability sample.

Survey Processing (Data Entry)

Mailed surveys were returned to NRC directly via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and "cleaned" as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; NRC staff would choose randomly two of the three selected items to be coded in the dataset.

² See AAPOR's Standard Definitions here: [http://www.aapor.org/Standards-Ethics/Standard-Definitions-\(1\).aspx](http://www.aapor.org/Standards-Ethics/Standard-Definitions-(1).aspx) for more information

Appendix J: Statistically Valid Survey

Once all surveys were assigned a unique identification number, they were entered into an electronic dataset. This dataset was subject to a data entry protocol of “key and verify,” in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks as well as other forms of quality control were also performed.

For the open participation survey, the dataset is created from the responses given by those completing the online survey. The dataset is downloaded from the SurveyGizmo application.

Analyzing the Results

Weighting the Data

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of the community. This is done by comparing the demographic profile of survey respondents to that of the target population, which is all adults living in Sammamish. Weighting is a statistical adjustment where more weight is given to groups who responded at a lower rate than other groups, and less weight is given to those who responded at a higher rate. For example, in almost all surveys, younger people respond at a lower rate than older people. Weighting rebalances the profile. The theory behind this weighting is that younger people (or other groups who tend to underrespond) who did participate in the survey are more like the younger people who did NOT participate than they are like the older people who did respond to the survey. ³

Initial weights were calculated using an Iterative Proportional Fitting model via a python raking algorithm plug-in to SPSS. No adjustments were made for design effects. The results of the weighting scheme are presented in the table on the next page. All the variables in that table, except zone of residence, were used in the weighting scheme. The probability sample survey and the open participation survey were each weighted independently.

³ An example of how weighting works may be helpful. Hypothetically, suppose the population norm for gender was 50%/50%, but 70% of the surveys received were from females, and 30% were from males. The weights that would need to be applied to make the sample representative of the population would be 0.7143 for females (thereby giving each response **less** weight in the overall ratings) and 1.6667 for males (giving each response **more** weight overall). If it is further supposed that these two groups had very different ratings of streets; if for example, females felt very favorably, with 80% of females giving a positive rating, and males felt much less favorable, with only 40% giving a positive rating. Given that we had more responses from women, if we did NOT weight the results, we would be left with a rosier picture of the perception of streets by residents than if we did weight the data. The unweighted average rating is 68% ($80\% \times 70\% + 40\% \times 30\%$), while the weighted average is 60% ($80\% \times 50\% + 40\% \times 50\%$).

Characteristic	Percent in Population	Percent in Sample	Weight to bring to 50%	Unwt'd Rating of Streets	Streets rating with proper weights
Female	50%	70%	0.714	80	(80 * .50)
Male	50%	30%	1.666	40	(40 * .50)
TOTAL	100%	100%	---	68	60

Appendix J: Statistically Valid Survey

Table 148: Weighting Table 2019

Characteristic	Population Norm ¹	Probability Sample		Open Participation	
		Unweighted Data	Weighted Data	Unweighted Data	Weighted Data
Housing					
Rent home	13.7%	6.7%	13.0%	2.0%	12.5%
Own home	86.3%	93.3%	87.0%	98.0%	87.5%
Race and Ethnicity					
White alone, not Hispanic	67.0%	68.7%	66.9%	64.0%	66.3%
Hispanic and/or other race	33.0%	31.3%	33.1%	36.0%	33.7%
Sex					
Female	50.6%	48.2%	50.2%	57.7%	49.2%
Male	49.4%	51.8%	49.8%	42.3%	50.8%
Age					
18-34 years of age	19.6%	5.8%	18.7%	5.6%	18.6%
35-54 years of age	53.0%	48.6%	52.5%	61.5%	51.8%
55+ years of age	27.4%	45.6%	28.8%	32.9%	29.6%
Zone*					
Northwest Sammamish	25.9%	28.9%	28.3%	NA	NA
Northeast Sammamish	16.9%	14.3%	15.1%	NA	NA
Southeast Sammamish	42.1%	39.7%	41.4%	NA	NA
Southwest Sammamish	15.1%	17.0%	15.1%	NA	NA

¹Source: 5-year estimates from the 2017 American Community Survey

*Source: Geocoded sample list purchased from Go-Dog Direct

Appendix J: Statistically Valid Survey

Statistical Analysis

The electronic dataset was analyzed using the Statistical Package for the Social Sciences (SPSS). For the most part, frequency distributions are presented in the body of the report. The complete sets of frequencies for each survey question are presented in *Appendix A: Full Set of Responses to Each Survey Question, Statistically Valid Survey* and *Appendix C: Full Set of Responses to Each Survey Question, Open Participation Survey*.

Also included are results from the statistically valid survey by selected respondent characteristics (*Appendix B: Crosstabulations of Selected Survey Responses by Respondent Characteristics*). Chi-square or ANOVA tests of significance were applied to these breakdowns of selected survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of the sample represent “real” differences among those populations. Where differences between subgroups are statistically significant, they have been marked in this appendix.

Appendix D: Comparison of Statistically Valid and Open Participation Survey Responses contains tables with side-by-side comparisons of responses to the survey questions by survey method.

Appendix F: Survey Materials

The following pages contain a copy of the postcards, cover letters and survey questionnaire for the statistically valid survey. The open participation survey was identical, but was published online.

Appendix J: Statistically Valid Survey

Dear Neighbor,

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

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

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

Thank you for helping create a better community!

Sincerely,

Rick Rudometkin

City of Sammamish City Manager

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Sincerely,

Rick Rudometkin

City of Sammamish City Manager

Appendix J: Statistically Valid Survey

City of *Sammamish* Washington
801 228th Avenue SE
Sammamish, WA 98075



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City of *Sammamish* Washington
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City of *Sammamish* Washington
801 228th Avenue SE
Sammamish, WA 98075



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Appendix J: Statistically Valid Survey



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

Dear City of Sammamish Resident:

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

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

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

A few things to remember:

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

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

Sincerely,
Rick Rudometkin, *City Manager*

Sammamish Transportation Master Plan Survey

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

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

Appendix J: Statistically Valid Survey

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

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

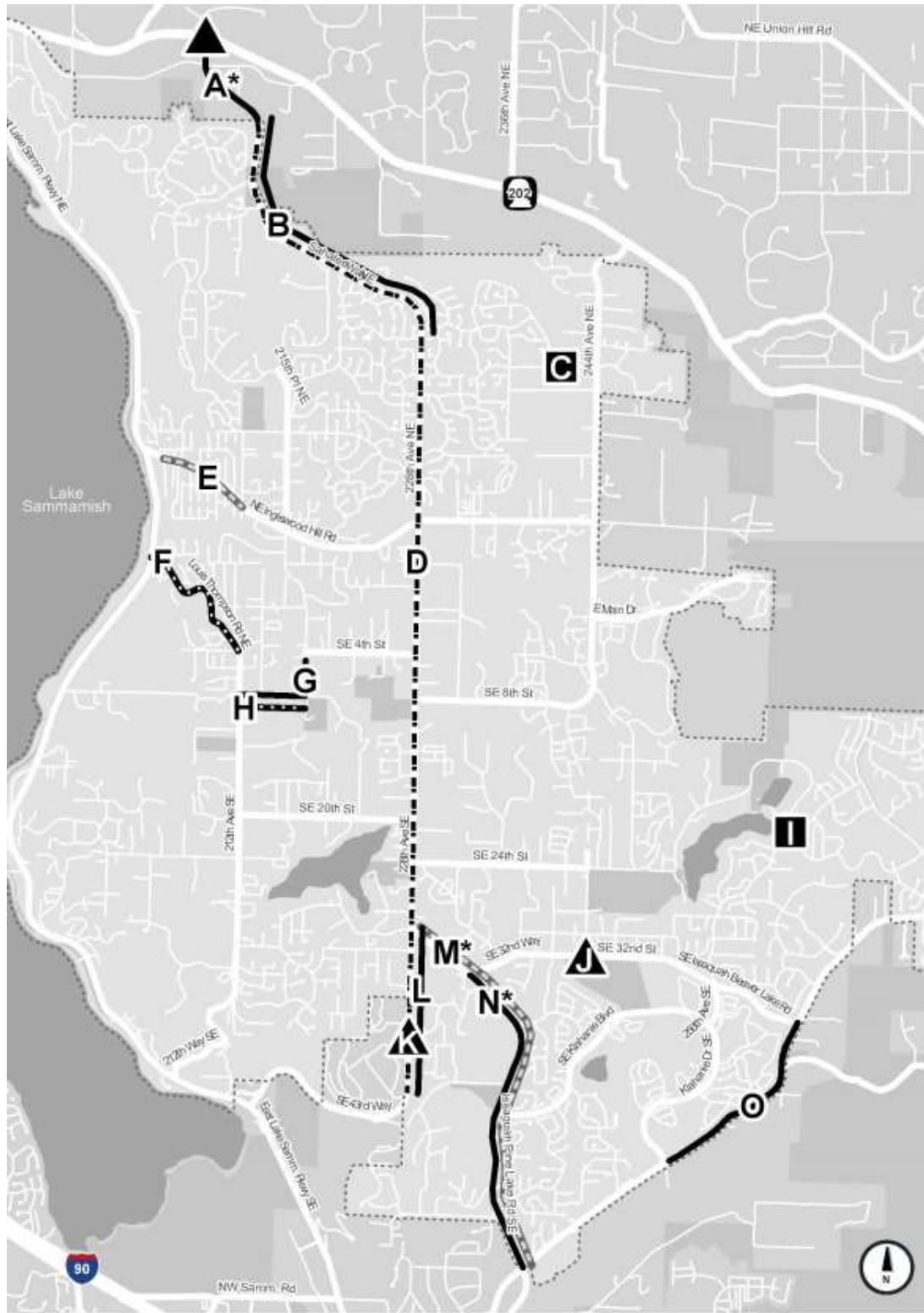
Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? [Using the letters in Question #2 above, please write in the letters below for your 1st, 2nd, 3rd, and 4th choices, or circle 'NONE'.]

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

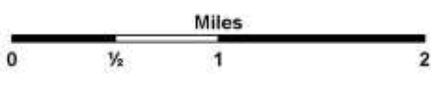
If there are other transportation projects you think the City should undertake, what are they?

Appendix J: Statistically Valid Survey

MAP OF PROJECTS:



- Intersection Project
- Road Connection Project
- City of Sammamish
- Roadway Project
- Pedestrian Project
- Transit Project
- Bicycle Project



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

Appendix J: Statistically Valid Survey

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

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

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

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

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

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

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

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

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

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

9. How many years have you lived in Sammamish?

- Less than 2 years
- 2-5 years
- 6-10 years
- 11-20 years
- 21-30 years
- More than 30 years

10. Is your primary residence...

- Rented
- Owned

11. How often do you . . .

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

12. Are you Spanish, Hispanic or Latino?

- No
- Yes

13. What is your race? (Please check all that apply.)

- American Indian or Alaskan Native
- Asian, Asian Indian or Pacific Islander
- Black or African American
- White
- Other

14. What language do you primarily speak at home?

15. In which category is your age?

- 18-24 years
- 25-34 years
- 35-44 years
- 45-54 years
- 55-64 years
- 65 years or older

16. What is your gender?

- Female
- Male
- Identify another way

17. What is your current employment status?

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

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

Appendix J: Statistically Valid Survey



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

Dear City of Sammamish Resident:

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

Your input will influence how the City should prioritize its limited resources to improve and enhance the safety and improve the ease of mobility for all our residents to move within the City and to points beyond.

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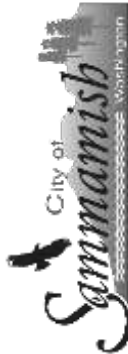
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Sammamish Transportation Master Plan Survey

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	<u>Essential</u>	<u>Very important</u>	<u>Somewhat important</u>	<u>Not at all important</u>	<u>Don’t know</u>
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to walk for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	4	3	2	1	DK
Make it safer and easier to bicycle for recreation, exercise and enjoyment.....	4	3	2	1	DK
Make it safer and easier to ride the bus	4	3	2	1	DK
Reduce traffic congestion.....	4	3	2	1	DK
Increase traffic safety	4	3	2	1	DK
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Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	4	3	2	1	DK

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