City of Sammamish 2019
Transportation Master Plan Survey
Report of Results

December 2019

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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 goals 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.

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

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

- **To improve the ease of bus travel, more residents preferred to increase the frequency of existing bus service (59%) than increase coverage of bus services to more of Sammamish's streets (41%).**
- **Residents' favored approach to improving the ease of walking and bicycling was to build enhanced sidewalks and bike lanes with features to add protection from traffic.**

  Although building enhanced bicycling and walking facilities would mean that fewer sidewalks and bike lanes would be added overall, this was preferred by 57% of respondents. However, 43% of respondents would rather have more bicycling and walking facilities built even if they would be more basic, such as only a painted stripe to separate a bike lane from vehicle lanes.
- **Improvements to infrastructure around schools was the preferred strategy for increasing safety and reducing traffic congestion around schools.**

  This strategy was chosen by 57% of respondents, compared to 29% who preferred encouraging use of alternative modes of transportation or 15% who preferred increasing traffic enforcement.
- **Of the 15 mobility projects for which opinions were solicited on the survey, all but one were supported by at least two-thirds of respondents.**

  Over the course of the TMP and particularly during the August 2019 community outreach events, a large number of potential transportation capital improvement projects have been discussed. For the survey, a sampling of the projects that received the most community support during the August in-person events and on Connect Sammamish were included. These projects were selected to see if they also have majority support among a representative sample of residents. Fourteen of the 15 projects included in the survey garnered strong support from respondents.
- **The project with the strongest support was to improve the intersection of SR 202 and Sahalee Way.**

  This was strongly supported by 5 in 10 respondents, and supported by another 4 in 10.
- **The other top-supported projects were those to widen corridors on Issaquah-Pine Lake Rd SE, Issaquah-Fall City Rd SE, 228th Ave SE and Sahalee Way NE.**

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

- **The one corridor widening project with somewhat lower support was for 8th Street/218th Ave SE.**
  However, support was still strong with two-thirds strongly supporting or supporting this project.
- **Projects with somewhat lower support were those that involved completing sidewalks, adding stop signs, adding bike lanes or adding new roadway connections.**
  Again, these projects did have support from two-thirds of residents.
- **Adding Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through traffic lights before other vehicles mustered the least support.**
  Only about half of residents supported this project.

Survey Background

Survey Purpose

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

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

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

Survey Methods

The City of Sammamish 2019 Transportation Master Plan Survey was administered by mail to 3,000 randomly selected households within the city boundaries in October 2019. Of the approximately 2,938 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 gave 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 Reponses 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.

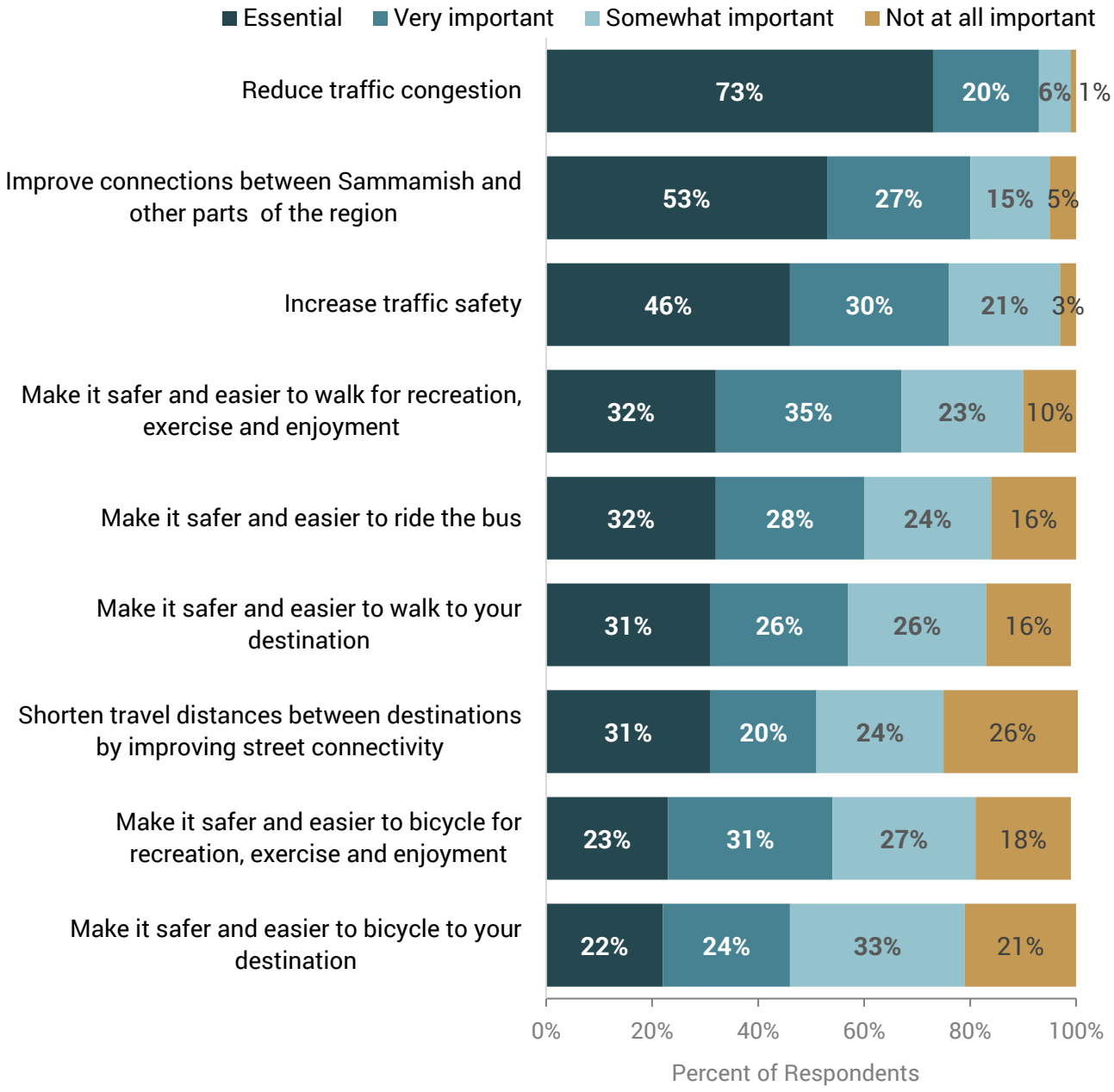
Nearly half (46%) of respondents thought it was essential to increase traffic safety, with another 30% deeming this very important. About one-quarter of respondents thought this was only somewhat important or not at all important.

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.

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?



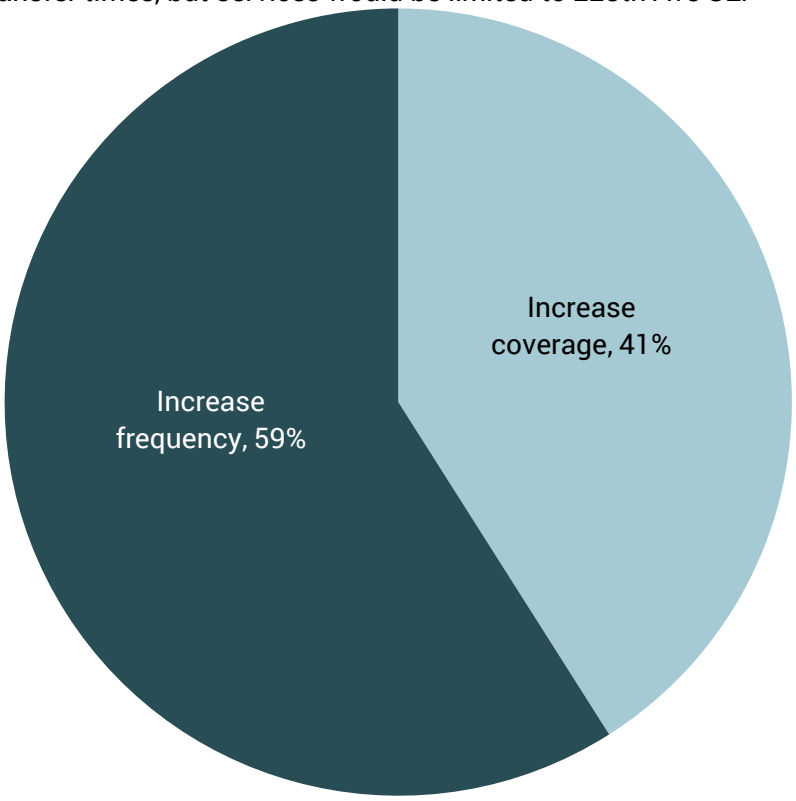
In addition to rating the importance of various goals for the TMP, those participating in the survey were asked to make trade-offs, as more needs are identified than there are available resources to resolve them all.

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.

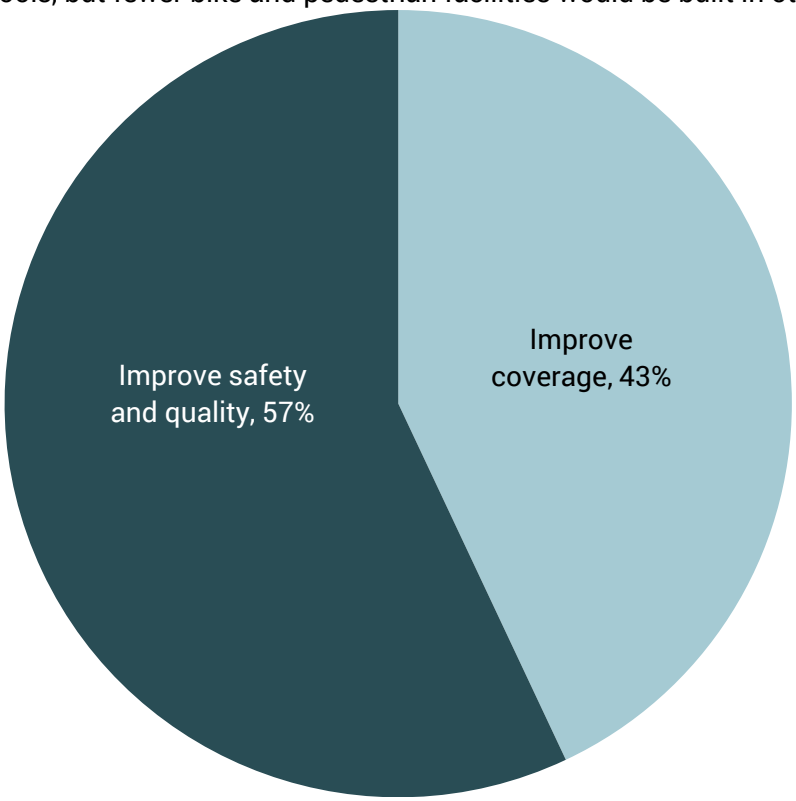


Respondents' preferred approach to improving the ease of bicycling and walking in Sammamish was to build high-quality active transportation facilities such as sidewalks and bike lanes with enhanced protection, rather than maximizing coverage by building more miles of basic sidewalks and bike lanes. About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

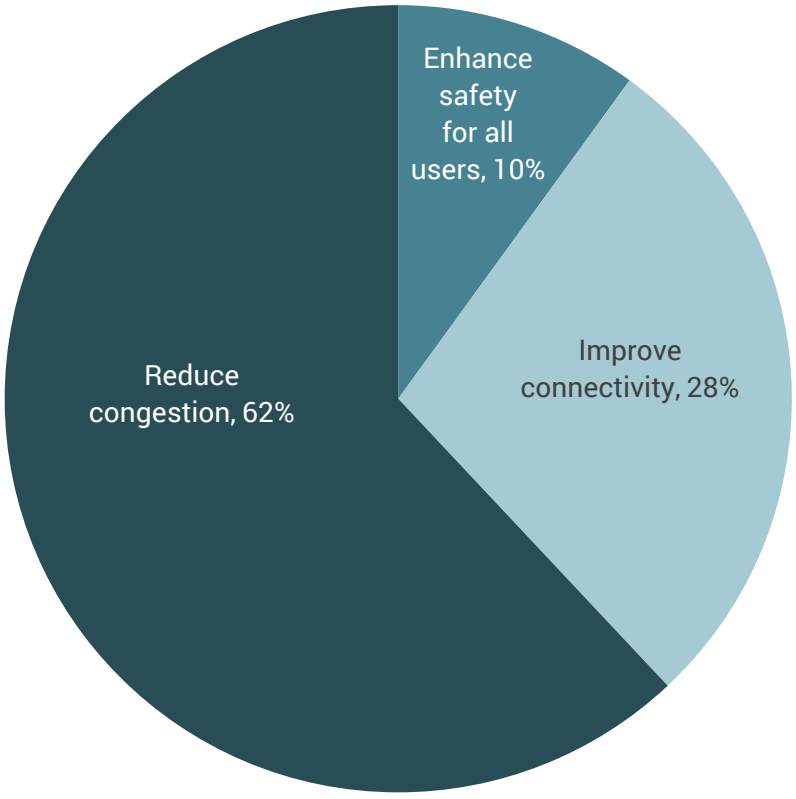


A large majority of respondents, about 6 in 10, prioritized reducing congestion as the goal of improving roads and traffic, with 3 in 10 preferring improving connectivity and 1 in 10 preferring to improve safety. As noted earlier, reducing congestion was the TMP goal considered most important by respondents, 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.



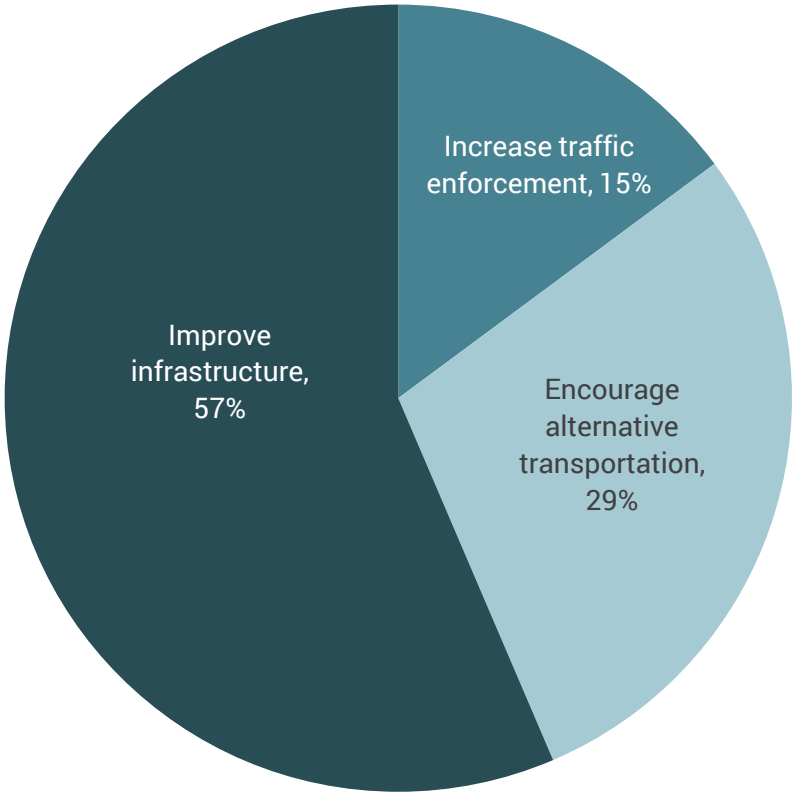
Improvements to infrastructure around schools was the preferred strategy for increasing safety and reducing traffic congestion around schools; this was chosen by 57% of respondents, compared to 29% who preferred encouraging use of alternative modes of transportation to access schools or 15% who preferred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

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

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

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

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



Mobility Projects

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

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

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

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

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

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

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

Figure 6: Map of Potential Transportation Projects

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

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

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

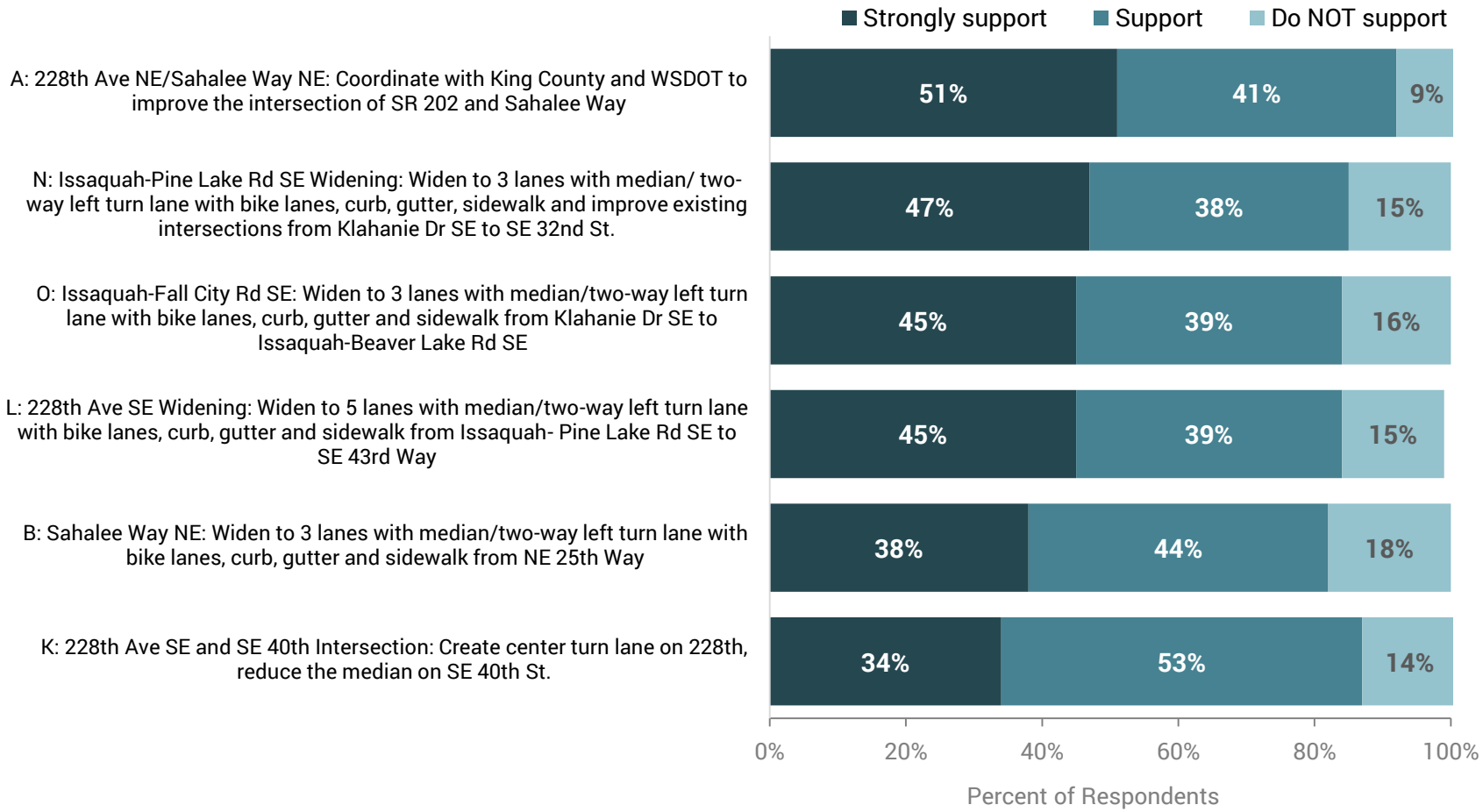


Figure 7: Support for Various Transportation Improvement Projects, part 2

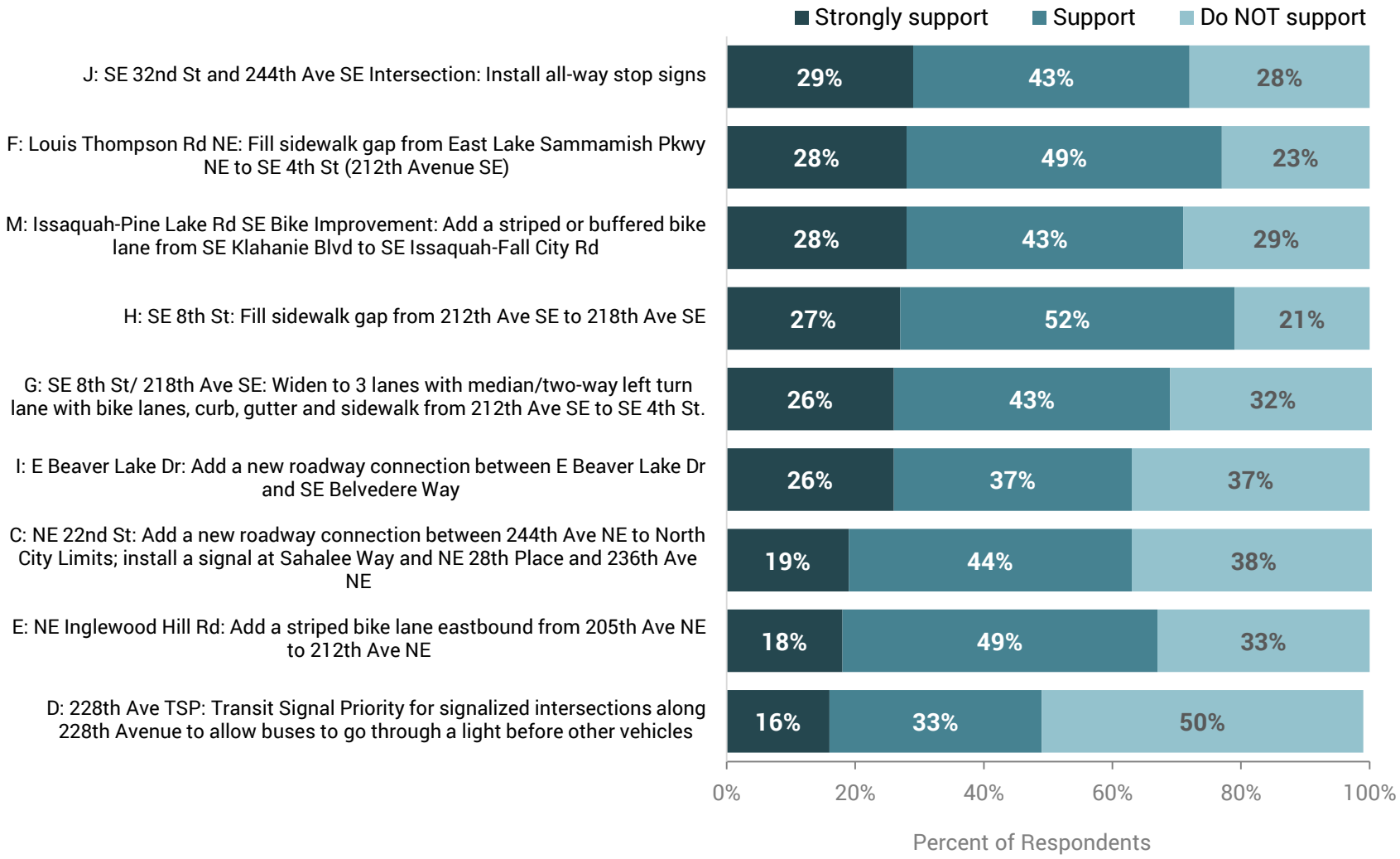


Figure 8: Importance of Various Transportation Improvement Projects, part 1

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

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

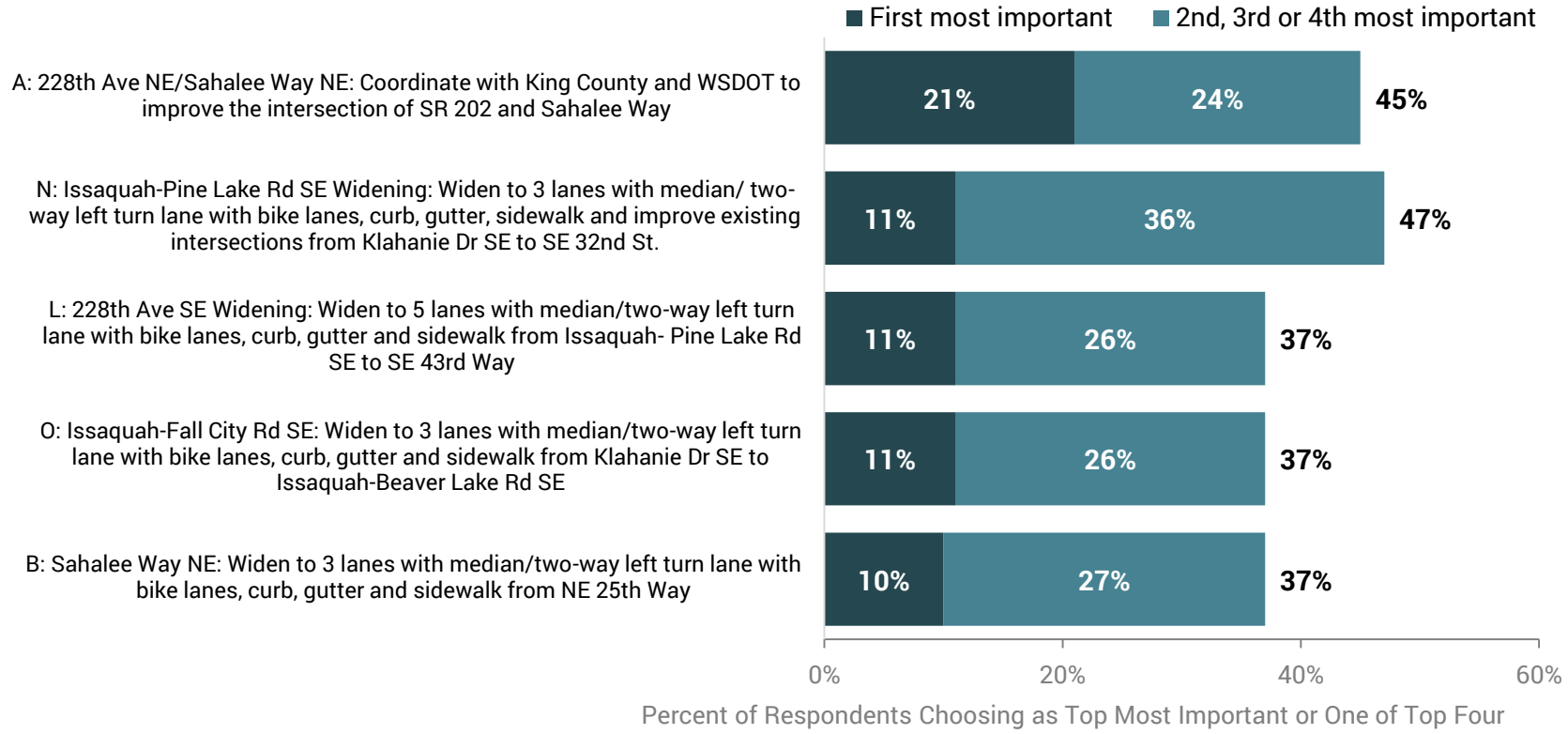
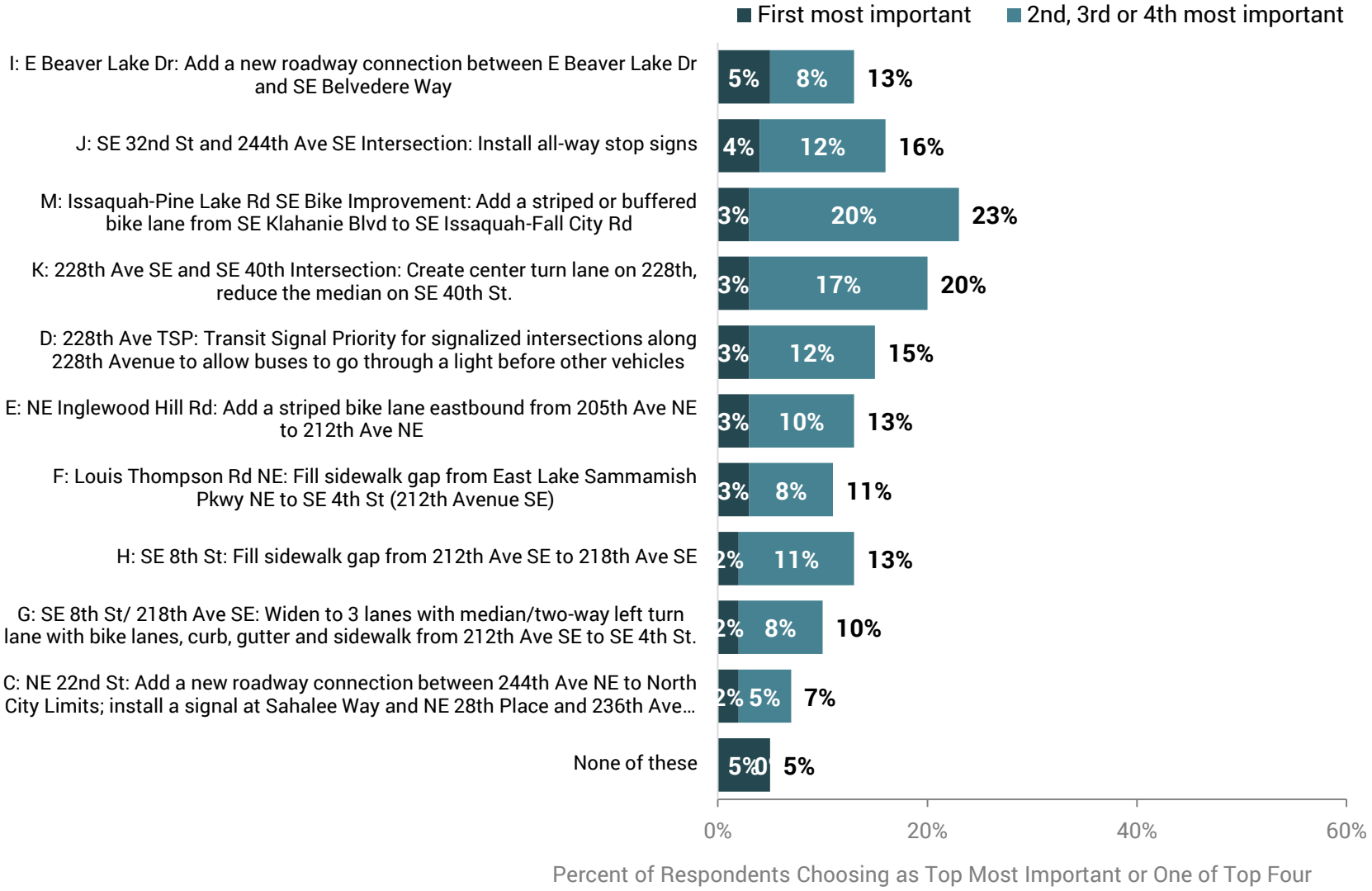


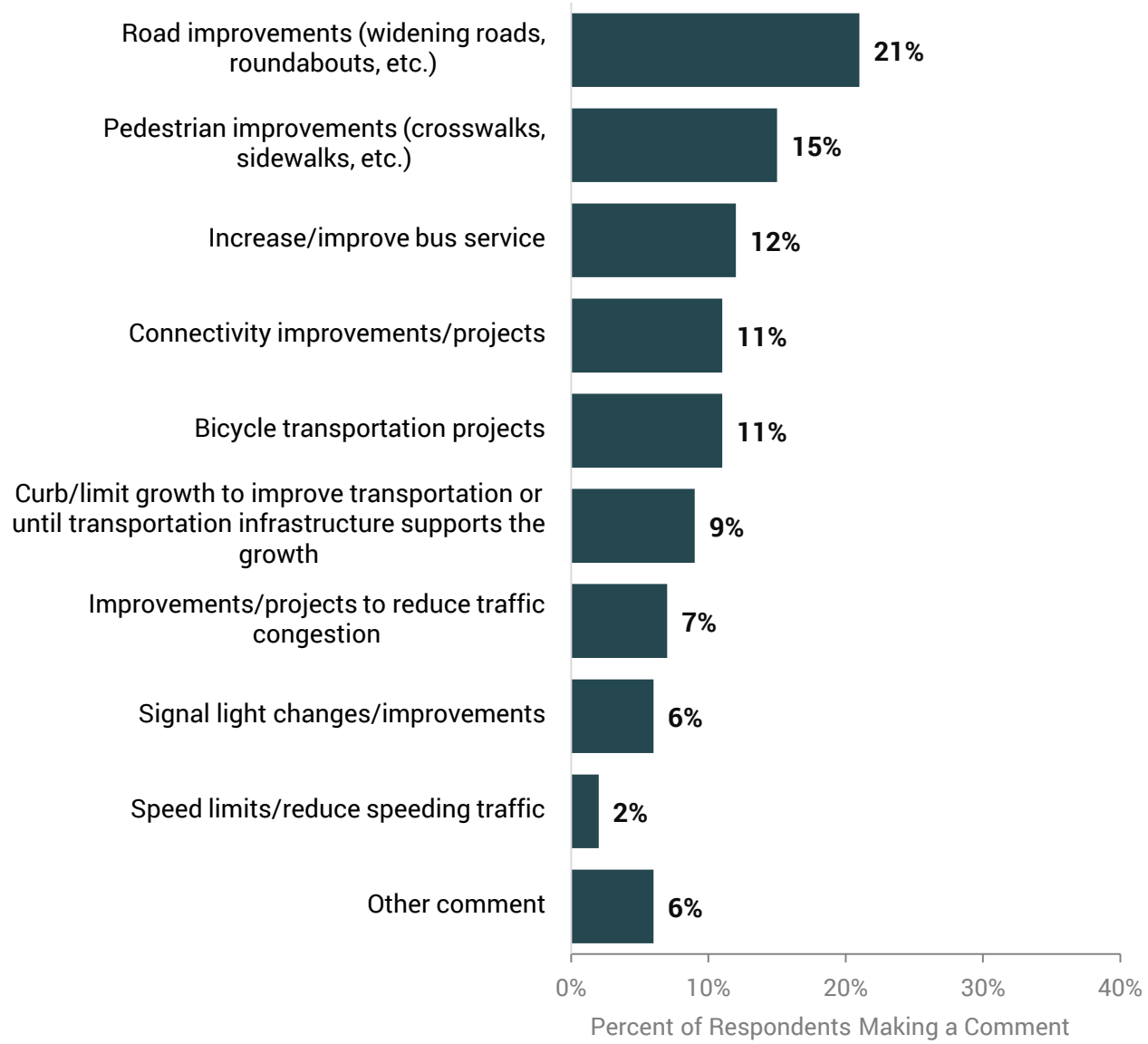
Figure 8: Importance of Various Transportation Improvement Projects, part 2



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?*



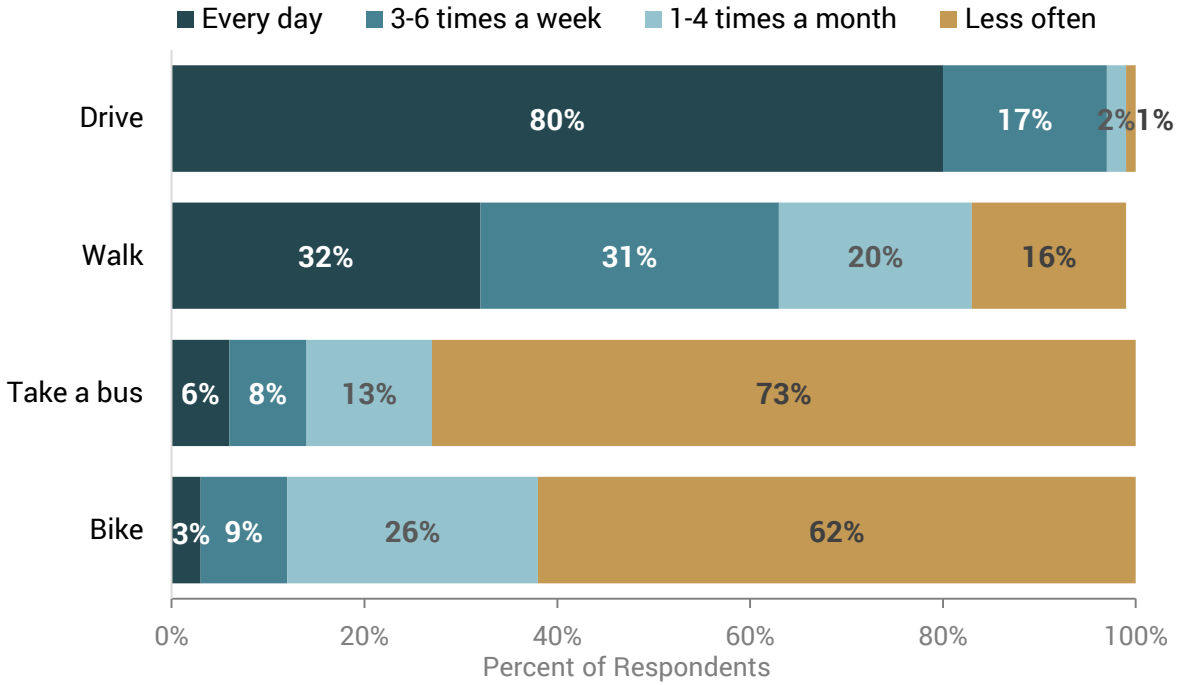
Current Travel Behavior

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 Reponses by Respondent Characteristics*).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Table 5: Question #3

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

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

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

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

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

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

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

Table 14: Question #11

How often do you...	Less often		1-4 times a month		3-6 times a week		Every day		Total	
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.*

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.

- 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 sighs 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?
- Finnish 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.

- 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.

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

Pedestrian improvements (crosswalks, sidewalks, etc.)

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

- 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 verser 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.

- 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.

- 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.

- 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.

- 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!

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

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

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

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 hosing unless roads are improved first.
- WE NEED TO PLAN GROWTH AROUND THE ABILITY TO GET AROUND. IF WE HAD AN EMERGENCY PEOPLE ROUND 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 lakes 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.
- The 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

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.

- 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.

- 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 Reponses 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 (A)	Northeast Sammamish (B)	Southeast Sammamish (C)	Southwest Sammamish (D)	Overall (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 (A)	Northeast Sammamish (B)	Southeast Sammamish (C)	Southwest Sammamish (D)	Overall (A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	59%	62%	53%	60%	57%
Make it safer and easier to walk for recreation, exercise and enjoyment	66%	56%	69% B	75% B	67%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	47%	38%	48%	46%	46%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	55% B	41%	57% B	60% B	55%
Make it safer and easier to ride the bus	61%	66% D	61%	50%	60%
Reduce traffic congestion	91%	93%	93%	95%	93%
Increase traffic safety	75%	69%	82% B D	70%	76%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	43%	54%	56% A	49%	51%
Improve connections between Sammamish and other parts of the region (e.g., improve connections to SR 202, increase capacity on streets and trails heading out of the city, add transit service)	80% D	87% D	80% D	70%	80%

Table 24: Question #2 by Zone of Residence

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

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

Table 25: Question #2 by Zone of Residence

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

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

Table 26: Question #3 by Zone of Residence

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

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing each as top (#1) most important	Northwest Sammamish (A)	Northeast Sammamish (B)	Southeast Sammamish (C)	Southwest Sammamish (D)	Overall (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 (A)	Northeast Sammamish (B)	Southeast Sammamish (C)	Southwest Sammamish (D)	Overall (A)
228th Ave NE/Sahalee Way NE: Coordinate with King County and WSDOT to improve the intersection of SR 202 and Sahalee Way	70% C D	66% C D	23%	33%	45%
Sahalee Way NE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from NE 25th Way	66% B C D	47% C D	21%	14%	37%
NE 22nd St: Add a new roadway connection between 244th Ave NE to North City Limits; install a signal at Sahalee Way and NE 28th Place and 236th Ave NE	10% C D	25% A C D	2%	3%	8%
228th Ave TSP: Transit Signal Priority for signalized intersections along 228th Avenue to allow buses to go through a light before other vehicles	20% C	28% C D	7%	12%	15%
NE Inglewood Hill Rd: Add a striped bike lane eastbound from 205th Ave NE to 212th Ave NE	26% B C D	17% C	3%	12% C	13%
Louis Thompson Rd NE: Fill sidewalk gap from East Lake Sammamish Pkwy NE to SE 4th St (212th Avenue SE)	11%	6%	7%	27% A B C	11%
SE 8th St/ 218th Ave SE: Widen to 3 lanes with median/two-way left turn lane with bike lanes, curb, gutter and sidewalk from 212th Ave SE to SE 4th St.	13% B C	6%	4%	27% A B C	10%
SE 8th St: Fill sidewalk gap from 212th Ave SE to 218th Ave SE	15% C	10%	4%	34% A B C	12%

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

Table 28: Question #4 by Zone of Residence

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

Table 29: Question #5 by Zone of Residence

To improve bus service, would you prefer to…	Northwest Sammamish (A)	Northeast Sammamish (B)	Southeast Sammamish (C)	Southwest Sammamish (D)	Overall (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

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

Table 32: Question #8 by Zone of Residence

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

Table 33: Question #11 by Zone of Residence

How often do you... Percent doing each at least once a month	Northwest Sammamish	Northeast Sammamish	Southeast Sammamish	Southwest Sammamish	Overall
	(A)	(B)	(C)	(D)	(A)
Walk	86%	87%	82%	81%	84%
Bike	42% 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%

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%

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

Table 38: Question #2 by Travel Modes Used

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

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

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

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%

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

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

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%

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

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

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

Table 41: Question #3 by Travel Modes Used

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

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

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

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

Table 42: Question #4 by Travel Modes Used

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%

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)
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

To improve bus service, 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)
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

To improve roads and traffic, 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 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%

To improve roads and traffic, 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)
Enhance safety for all users: Improve street crossings, implement road design changes to decrease traffic speeds, and increase traffic enforcement to ensure safety of motorists and pedestrians.	9%	13%	8%	13%	11%	8%	18% B	8%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 46: Question #8 by Travel Modes Used

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

Table 47: Question #11 by Travel Modes Used

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

Table 48: Question #11 by Travel Modes Used

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

Table 49: Question #11 by Travel Modes Used

How often do you...	Walk less than daily	Walk every day	Bike less than once a month	Bike at least once a month	Take a bus less than once a month	Take a bus at least once a month	Drive less than daily	Drive every day	Overall
Percent 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 (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (A)
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	32% D	59% A D	44%	19%	31%
Make it safer and easier to walk for recreation, exercise and enjoyment	34%	42% D	47%	24%	32%
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	23% D	44% A D	44% D	9%	22%
Make it safer and easier to bicycle for recreation, exercise and enjoyment	24% D	36% D	47% D	14%	23%
Make it safer and easier to ride the bus	32%	43% D	69% A D	25%	32%
Reduce traffic congestion	76% B	59%	62%	69%	73%
Increase traffic safety	47%	48%	72%	47%	46%
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	33%	28%	25%	25%	31%

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

Table 51: Question #1 by Employment Status

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

Table 52: Question #2 by Employment Status

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

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

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

Table 53: Question #2 by Employment Status

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

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

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

Table 54: Question #3 by Employment Status

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

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

Table 55: Question #3 by Employment Status

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

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household? Percent choosing as one of four most important	Employed (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (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 (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (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

To improve roads and traffic, would you prefer to…	Employed (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (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 (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (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 (A)	Unemployed (B)	Student (C)	Retired (D)	Overall (A)
Walk	60%	85% A C D	50%	67%	63%
Bike	14%	13%	0%	7%	12%
Take a bus	15% D	22% D	75% A B D	2%	14%
Drive	97% C	92% C	75%	98% B C	97%

Table 63: Question #11 by Employment Status

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

Selected Survey Responses by Respondent Age, Gender and Housing Tenure

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To improve bus service, would you prefer to…	18-34 (A)	35-54 (B)	55+ (C)	Female (A)	Male (B)	Rent home (A)	Own home (B)	Overall (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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Selected Survey Responses by Length of Residency

Table 92: Question #1 by Length of Residency

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

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

Table 93: Question #1 by Length of Residency

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

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

Table 94: Question #2 by Length of Residency

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

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

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

Table 95: Question #2 by Length of Residency

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

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

Table 96: Question #3 by Length of Residency

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

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

Table 97: Question #3 by Length of Residency

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

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

Table 98: Question #4 by Length of Residency

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

Table 99: Question #5 by Length of Residency

To improve bus service, would you prefer to…	Less than 2 years (A)	2-5 years (B)	6-10 years (C)	11-20 years (D)	21-30 years (E)	More than 30 years (F)	Overall (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

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

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

Table 102: Question #8 by Length of Residency

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

Table 103: Question #11 by Length of Residency

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

Table 104: Question #11 by Length of Residency

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

Table 105: Question #11 by Length of Residency

How often do you... Percent doing each every day	Less than 2 years	2-5 years	6-10 years	11-20 years	21-30 years	More than 30 years	Overall
	(A)	(B)	(C)	(D)	(E)	(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.

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	
Make it safer and easier to walk to your destination (work, grocery store, school, etc.)	35%	N=59	33%	N=55	19%	N=32	13%	N=22	0%	N=1	100%	N=169
Make it safer and easier to walk for recreation, exercise and enjoyment	33%	N=56	38%	N=64	22%	N=37	7%	N=13	0%	N=0	100%	N=169
Make it safer and easier to bicycle to your destination (work, grocery store, school, etc.)	29%	N=49	21%	N=35	33%	N=56	17%	N=28	0%	N=1	100%	N=169
Make it safer and easier to bicycle for recreation, exercise and enjoyment	26%	N=43	27%	N=46	34%	N=57	13%	N=21	0%	N=1	100%	N=169
Make it safer and easier to ride the bus	34%	N=57	31%	N=51	24%	N=40	10%	N=17	1%	N=2	100%	N=168
Reduce traffic congestion	67%	N=113	26%	N=44	6%	N=10	1%	N=2	0%	N=0	100%	N=169
Increase traffic safety	46%	N=77	35%	N=58	15%	N=26	4%	N=6	0%	N=0	100%	N=167
Shorten travel distances between destinations by improving street connectivity (e.g., reducing number of barricades, replacing cul-de-sacs with through streets)	19%	N=31	11%	N=19	36%	N=61	27%	N=46	7%	N=11	100%	N=169

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

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

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

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

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

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

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

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

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

Table 110: Question #3

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

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

Which FOUR of the projects from the list in Question #2 and shown in the map to the right are MOST IMPORTANT to your household?	First most important		Second most important		Third most important		Fourth most important		Not one of top 4 most important		Total	
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.*

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

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

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

Table 119: Question #11

How often do you...	Less often		1-4 times a month		3-6 times a week		Every day		Total	
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.*

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

- 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.

- 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.

- 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 orgnizations 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.

- 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 shoukd be given priority over smaller streets.

Speed limits/reduce speeding traffic

- Neighborhood speed management i.e speed humps, round abouts

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

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%

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%

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%

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

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%

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

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%

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%

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%

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%

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%

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%

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%

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%

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%

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%

Table 145: Question #15 by Survey Sample

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

Table 146: Question #16 by Survey Sample

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

Table 147: Question #17 by Survey Sample

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

Appendix E: Survey Methodology

About the Survey

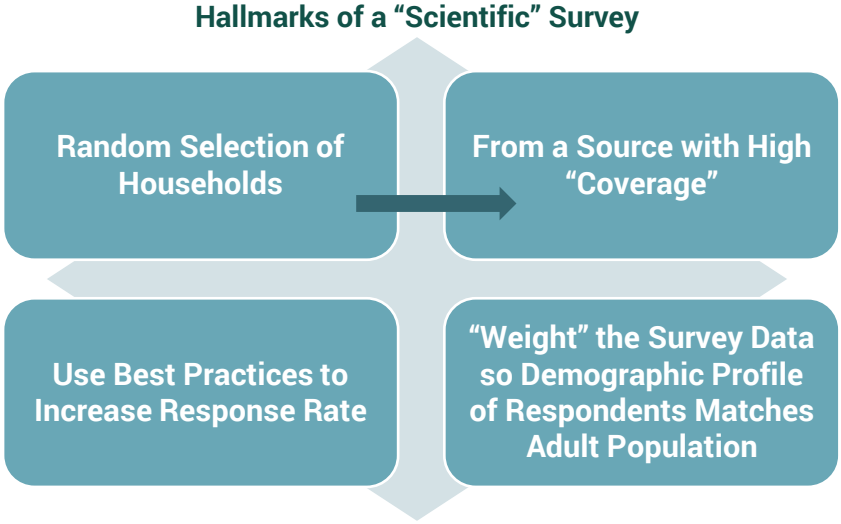
The City of Sammamish is developing its first Transportation Master Plan (TMP) which will include both short- and long-range strategies leading to the development of a multimodal transportation system to help achieve the City's transportation vision and goals over the next 20 years. The TMP will provide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

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

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

Hallmarks of a "Scientific" Survey

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



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

Developing the Questionnaire

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

Selecting Survey Recipients

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

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

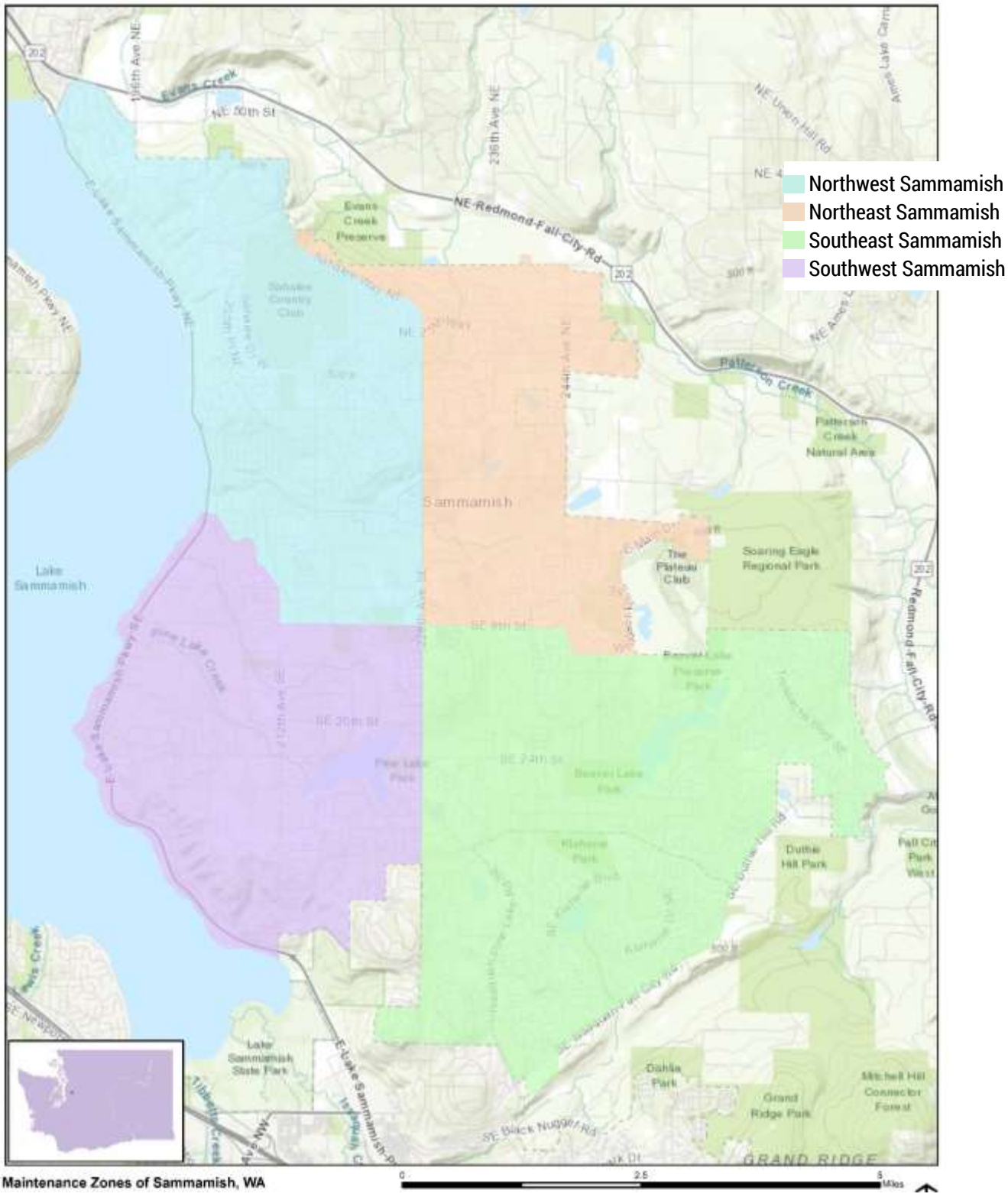
A larger list than needed was sampled, as zip codes generally do not follow municipal boundaries and addresses outside of city limits would be eliminated. Each of the addresses purchased was geocoded, and identified as being inside or outside city boundaries, and if inside the city, assigned to one of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

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

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

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

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 ±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 for more information

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%x70%+40%x30%), while the weighted average is 60% (80%x50%+40%x50%).

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

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

[1]*Source: 5-year estimates from the 2017 American Community Survey*
**Source: Geocoded sample list purchased from Go-Dog Direct*

Statistical Analysis

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

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

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

Appendix F: Survey Materials

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

Dear Neighbor,

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

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

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

Thank you for helping create a better community!

Sincerely,

Rick Rudometkin
City of Sammamish City Manager

Dear Neighbor,

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Rick Rudometkin
City of Sammamish City Manager

City of Sammamish Washington

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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?

	Essential	Very important	Somewhat important	Not at all important	Don't know
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

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

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

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

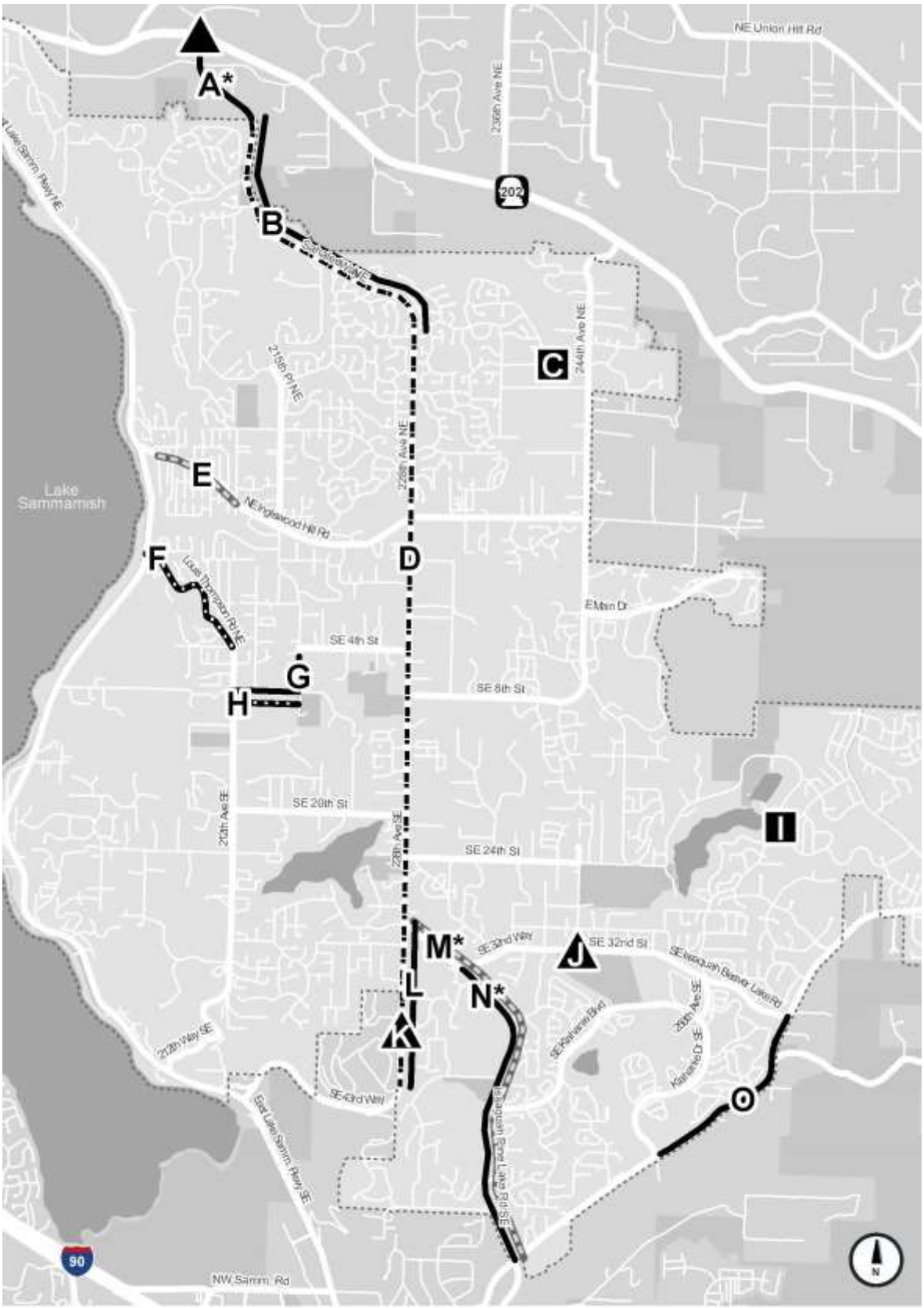
1st: _____ 2nd: _____ 3rd: _____ 4th: _____ NONE

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

_____

_____

MAP OF PROJECTS:



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

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

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

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

8. **To increase safety and reduce traffic congestion around schools, which of the following approaches would you prefer the City and its community partners take?**
   - ❍ **Improve infrastructure**: Upgrade infrastructure, such as improved signal timing, building better/more sidewalks and improving/installing crosswalks or pedestrian signals.
   - ❍ **Encourage alternative transportation**: Partner with school districts to encourage measures that reduce traffic congestion such as carpooling, using public transportation, riding the bus, and walking/biking to school.
   - ❍ **Increase traffic enforcement**: Partner with school districts and police to enforce traffic laws specifically around schools.

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

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

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

11. **How often do you . . .**

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

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

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

14. **What language do you primarily speak at home?**

    _____

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

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

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

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

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

Dear City of Sammamish Resident:

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

Your input will influence how the City should prioritize its limited resources to improve and enhance the safety and improve the ease of mobility for all our residents to move within the City and to points beyond.

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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
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