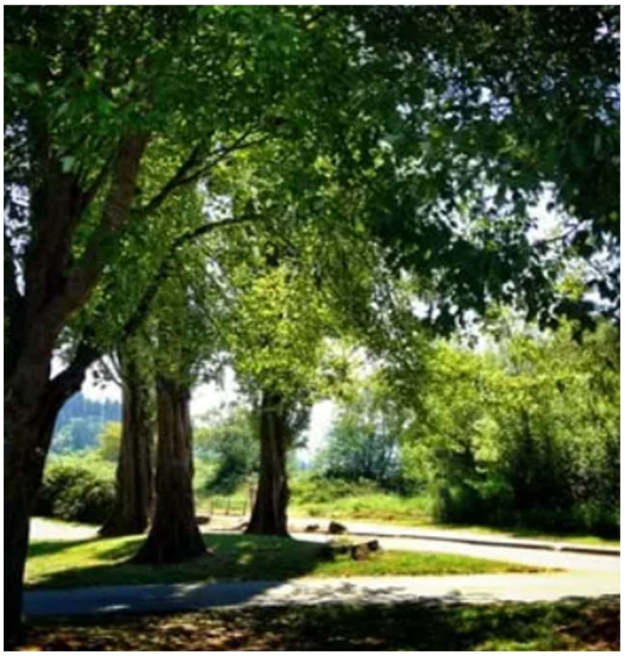
CITY OF SAMMAMISH

Bicycle & Pedestrian Mobility Plan

NOVEMBER 2025



City of Sammamish Washington

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

Executive Summary

The City of Sammamish Bicycle and Pedestrian Mobility Plan (Plan) provides a comprehensive framework to improve walking/ rolling and bicycling conditions, expand the non-motorized network, and create a safe, connected, and accessible transportation system for all users. This Plan builds upon and updates the vision established in the City's Transportation Master Plan (TMP), functioning as a targeted extension focused on active transportation. The outcomes from this Plan will be incorporated into the TMP Update planned for 2026.

This Plan evaluates and enhances Sammamish's Bicycle and Pedestrian Priority Network as identified in the TMP, focusing on principal, minor, and collector arterials as shown in Figure 2. Improvements along these key corridors aim to strengthen community connectivity and provide safer access to schools, parks, commercial areas, and transit. The Plan integrates best practices, state and national guidance, peer city policy review, and local context to develop facility recommendations, prioritization strategies, and a high-priority project list.

PURPOSE AND APPROACH

This Plan builds on the City's commitment to multimodal transportation, safety, and equitable access. It aligns with regional goals and the City's adopted transportation policies, emphasizing the integration of the Bicycle and Pedestrian Priority Network into Sammamish's broader transportation system. Recommendations are informed by an extensive review of local documents (including the TMP, Comprehensive Plan, Public Works Standards, Parks, Recreation, and Open Space Plan, Climate Action Plan, and Municipal Code), peer city policies from jurisdictions with comparable contexts, and key guidance sources such as the Washington State Department of Transportation (WSDOT) Design Manual, WSDOT Active Transportation Plan, Federal Highway Administration (FHWA), Institute of Transportation Engineers (ITE) crosswalk practices etc.

Facility and programmatic recommendations were shaped by:

- ***Existing conditions analysis:*** Evaluating current facilities, safety performance, and network gaps.
- ***Future conditions analysis:*** Considering anticipated projects to enhance the non-motorized network within the City.
- ***Gap analysis:*** Identifying areas of highest need for new or improved facilities.
- ***Peer and guidance review:*** Applying proven strategies from comparable cities and agencies.

POLICY AND DESIGN GUIDANCE

The facility recommendations align closely with the WSDOT Design Manual, establishing minimum sidewalk and buffer widths, bicycle facility types, and design treatments based on roadway classification, traffic volumes, speeds, and context (urban core vs. suburban). The Plan incorporates

national and state micromobility guidance to address e-bikes and e-scooters and recommends updates to City policy frameworks for crosswalk siting, spacing, and ADA compliance.

PRIORITIZATION FRAMEWORK

To promote effective allocation of resources, the Plan recommends updates to the City's 2025 Transportation Improvement Program (TIP) and Sidewalk Program scoring criteria. These changes integrate multimodal level of service (MMLOS), the Bicycle and Pedestrian Priority Network, and bikeway point values, expanding the sidewalk program to address bicycle projects.

A Geographic Information System (GIS) based analysis evaluated 11 inputs, including facility gaps, level of traffic stress, level of service, proximity to key destinations (transit, schools, commercial areas), crash density, and slope to prioritize areas of need. This data-driven approach resulted in projects starting 'inside-out,' focusing first on the city center and high-activity areas before extending outward.

OUTREACH AND ENGAGEMENT

The outreach process included two community workshops, an interactive online mapping tool to gather input, a project website, and two City staff workshops.

The community workshops, held in February and July 2025, introduced the project's goals and objectives, presented a summary of existing conditions and gathered feedback on safety and connectivity needs. The interactive online map collected over 260 comments from residents, with feedback highlighting priorities such as filling sidewalk gaps, improving crosswalk safety, and enhancing bicycle facilities.

Two City workshops in December 2024 and April 2025 provided opportunities for staff to review goals, policies, and recommendations, and offer feedback that directly informed the Plan's final priorities. Throughout the process, City staff shared updates with the Planning Commission (May 1, 2025), Sustainability Commission (May 8, 2025), Parks and Recreation Commission (June 4, 2025), and City Counci to promote alignment and transparency at key milestones.

Public outreach helped identify priorities such as improvements on 228th Avenue SE, Issaquah-Pine Lake Road SE, 212th Avenue SE, Inglewood Hill Road, SE Duthie Hill Road, and new trail connections near Ebright Park. These ideas, along with other factors described in Chapter 6, informed the final project list, with some themes adjusted or re-ranked during evaluation. Projects were also screened using a geographic prioritization strategy, applying an 'inside-out' approach that focuses near-term investments in the city core while still recognizing long-term opportunities in suburban or less connected areas.

PROPOSED PROJECTS

The analysis process was designed to complement the City's existing 2025 TIP projects and programs by identifying projects that either support and enhance 2025 TIP priorities or fill important gaps not currently covered. The Plan identifies the top 10 priority projects for pedestrian and bicycle improvements, along with supporting projects, that collectively:

- ***Close critical network gaps.***
- ***Improve connections to schools, parks, commercial areas, and transit.***
- ***Enhance access to the East Lake Sammamish Trail.***
- ***Upgrade crossings, sidewalks, and bike lanes for safety and comfort.***

Projects were refined in collaboration with City staff, incorporating local knowledge, feasibility considerations, and alignment with other planned or funded improvements. Figure 1 illustrates the extents of the top 10 projects with detailed descriptions provided below. It is important to note that facility types were selected to achieve a specific Level of Traffic Stress (LTS) score as recommended in Chapter 5 (Table 10 and Table 11), though actual project facilities may vary based on site constraints, right-of-way, cost and design considerations.

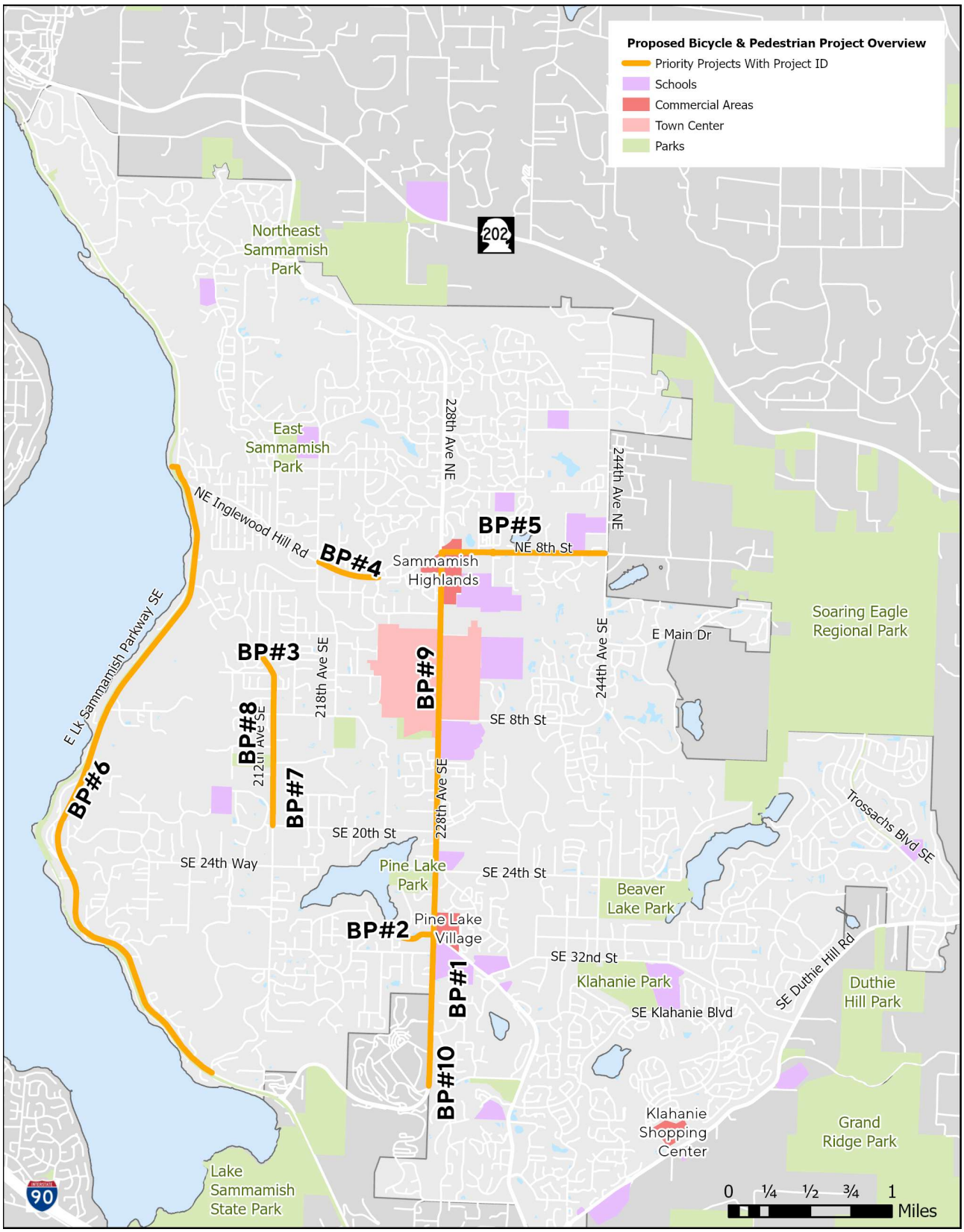


FIGURE 1. OVERVIEW OF TOP TEN PROPOSED PROJECTS' EXTENTS IN STUDY AREA

BP#1: 228th Avenue (SE 23rd Place – SE 40th Street) | Length: ~2,200 feet

8-foot-wide sidewalk with no buffer and separated bike lane on principal arterial.

BP#2: SE 30th Street (228th Avenue – 224th Avenue) | Length: ~1,200 feet

6-foot-wide sidewalk with no buffer and conventional bike lanes (5 feet or greater).

BP#3: Louis Thompson Road/212th Avenue (210 Place SE - SE 8th Street) | Length: ~2,200 feet

8-foot-wide sidewalk with no buffer and separated bike lanes on collector road.

BP#4: NE Inglewood Hill Road (222nd Avenue – 216th Avenue NE) | Length: ~2,300 feet

Physically separated sidewalk and separated bike lane.

BP#5: NE 8th Street (228th Avenue SE – 244th Avenue NE) | Length: ~1 mile

Physically separated sidewalk and separated bike lane.

BP#6: East Lake Sammamish Parkway Trail Connections | Length: ~4.4 miles

Wayfinding and signage along East Lake Sammamish Parkway, vegetation trimming for clear trail access, and key pedestrian/bicycle crossing and sidewalk upgrades at trail access points.

BP#7: Segment 1: 212th Avenue SE (SE 20th Street – Ebright Creek Park) | Length: ~2,100 feet

8-foot-wide sidewalk with no buffer and separated bike lanes.

BP#8: Segment 2: 212th Avenue SE (Ebright Creek Park – SE 8th Street) | Length: ~1,600 feet

8-foot-wide sidewalk with no buffer and separated bike lanes connecting with Segment 1.

BP#9: 228th Avenue (SE 24th Street – NE 8th Street) | Length: ~2 miles

Wayfinding signage and striping improvements along 2 miles of shared use path on 228th Avenue.

BP#10: 228th Avenue (SE 40th Street – City Limits) | Length: ~1,700 feet

8-foot-wide sidewalk with no buffer and separated bike lanes.

IMPLEMENTATION AND NEXT STEPS

The recommended projects and policies provide a roadmap for phased investment and integration into the City's 2025 TIP, guiding the evolution of Sammamish's walking/rolling and bicycling networks to meet the community's needs. Implementation requires coordination with regional partners, integration into capital planning, and ongoing monitoring to measure progress toward safety, connectivity, and accessibility goals.

Chapter 1: Introduction

The Sammamish Bicycle and Pedestrian Mobility Plan (Plan) focuses on developing a well-connected multimodal transportation network in the City of Sammamish. This Plan builds upon and serves as a focused update to the City's Transportation Master Plan (TMP), which was adopted in December 2024. While the TMP laid the foundation for the City's long-range transportation vision, this Plan takes a closer look specifically at the Bicycle and Pedestrian Priority Network identified in the TMP, with the goal of developing actionable recommendations that improve walking/rolling and biking experiences for residents of all ages and abilities. The Plan evaluates both existing and future conditions for Sammamish's bicycle and pedestrian system and identifies system gaps. The result is a list of proposed projects that the City can further develop and implement to improve the pedestrian and bicycle experience in Sammamish. Community input played an important role throughout, with public feedback shaping the process and outcomes.

This Plan is organized into six chapters, each summarizing a key phase of the work completed during the project. Together, these chapters document the process from understanding current conditions to identifying future needs and developing recommendations. The chapters include:

- Existing Conditions
- Future Conditions
- Public Outreach Summary
- Policy Recommendations and Evaluation Criteria
- Proposed Project List

Public involvement included in-person and virtual workshops, an interactive comment mapping tool, as well as collaboration with City staff. Ultimately, these efforts resulted in the identification of ten key projects intended to enhance pedestrian and bicycle access, improve connectivity, and bolster pedestrian and bicycle-related safety within Sammamish. The projects reflect the City's commitment to creating a multimodal network that serves current residents while preparing for future growth and mobility needs.

GOALS AND OBJECTIVES

The goals and objectives of the Plan were shaped through a collaborative process that included a review of peer city plans, relevant City of Sammamish policies and programs, and a focused workshop with City staff held on December 11, 2024. The intent was to develop a framework that reflects best practices from comparable jurisdictions while also supporting the unique needs of Sammamish's residents and complementing the City's existing planning efforts.

To maintain consistency, the goals and objectives were reviewed for alignment with the City's TMP. This coordination reinforces the TMP's vision for a safe, connected, and multimodal transportation system, and builds on its recommendations by focusing specifically on the priority pedestrian and bicycle network. Plans from peer cities including Bellevue, Issaquah, Redmond, and Bellingham were reviewed to inform this Plan's direction and strategies. The detailed peer review is included as Appendix A to this Plan.

Based on this research, collaboration with City staff, and policy review, the following goals and objectives were established to guide the development and implementation of the Plan:

1. ***Maintain alignment of the Plan with the goals in Sammamish's TMP and focus on providing a safe, connected, and efficient walking/rolling and biking network in Sammamish***
2. ***Confirm framework for evaluating bicycle and pedestrian projects***
3. ***Add bicycle and pedestrian projects to the Transportation Improvement Plan (TIP)***
4. ***Create policies around complete streets, e-bikes, crossing frequency, and crossing type***

To track progress and support measurable outcomes, the following data-driven performance measures are proposed:

- ***Bicycle Facilities Built:*** This measure tracks the total mileage of bicycle facilities constructed, such as bike lanes, shared-use paths, and general bicycle infrastructure. The goal is to enhance connectivity and safety for bicyclists by providing a comprehensive network that encourages cycling as a viable mode of transportation.
- ***Pedestrian Facilities Built:*** This measure tracks the total mileage of sidewalk infrastructure and number of crosswalks. The aim is to increase accessibility and safety for pedestrians, particularly in areas with high foot traffic.

- ***Multimodal LOS:*** This performance measure evaluates the quality and efficiency of transportation systems that accommodate multiple modes, including walking/rolling and biking. Multimodal LOS provides a more comprehensive view of the transportation network's performance by considering the needs of all users, rather than prioritizing motor vehicles. Bicycle LOS and Pedestrian LOS were included in the TMP adopted in December 2024.

The above proposed data-driven performance measures are a starting point to assist staff in further refining metrics for inclusion in the planned TMP Update in 2026. The Growth Management Act (GMA) required cities to establish a multimodal LOS in their most recent Comprehensive Plan Update, which Sammamish completed in 2024 TMP. The GMA also requires that metrics be established and integrated into the Comprehensive Plan at the 5-year review, which will be in 2029. Sammamish will soon be taking a proactive step by defining and implementing metrics through their planned 2026 TMP Update with the intent to ensure that they are consistent with Transportation Element Policy 4.1, which states: "Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts and improve overall system flow and performance." Other measures that could be considered include but are not limited to: percentage of network completion, the percentage of improvements that are within a ½ mile of a school, how many connections to transit stops an improvement completes, and/or what trail connections are being made by an improvement.

STUDY AREA

This Plan focuses on evaluating and enhancing the Bicycle and Pedestrian Priority Network within the City of Sammamish. The study area includes pedestrian and bicycle facilities along Sammamish's arterial roadway network, specifically principal arterials, minor arterials, and collector arterials, as identified in the City's TMP.

The Priority Network was established to guide bicycle and pedestrian improvements in areas that offer the greatest potential for community connectivity. This network supports safer and more convenient access to key destinations across Sammamish, including schools, parks, commercial areas, and transit connections.

The Priority Network is categorized into two tiers:

- ***Tier 1:*** Principal and Minor Arterials
- ***Tier 2:*** Collector Arterials

By focusing on these corridors, the Plan aims to improve mobility, access, and safety where pedestrian and bicycle activity is most needed or likely to grow. Figure 2 illustrates the arterial network within Sammamish, highlighting the study area and its street functional classifications.

Note: Roads illustrated or marked outside the city limits in the report figures are shown for context only and are not planned for any improvements. No roadway improvements are proposed beyond the city limits.

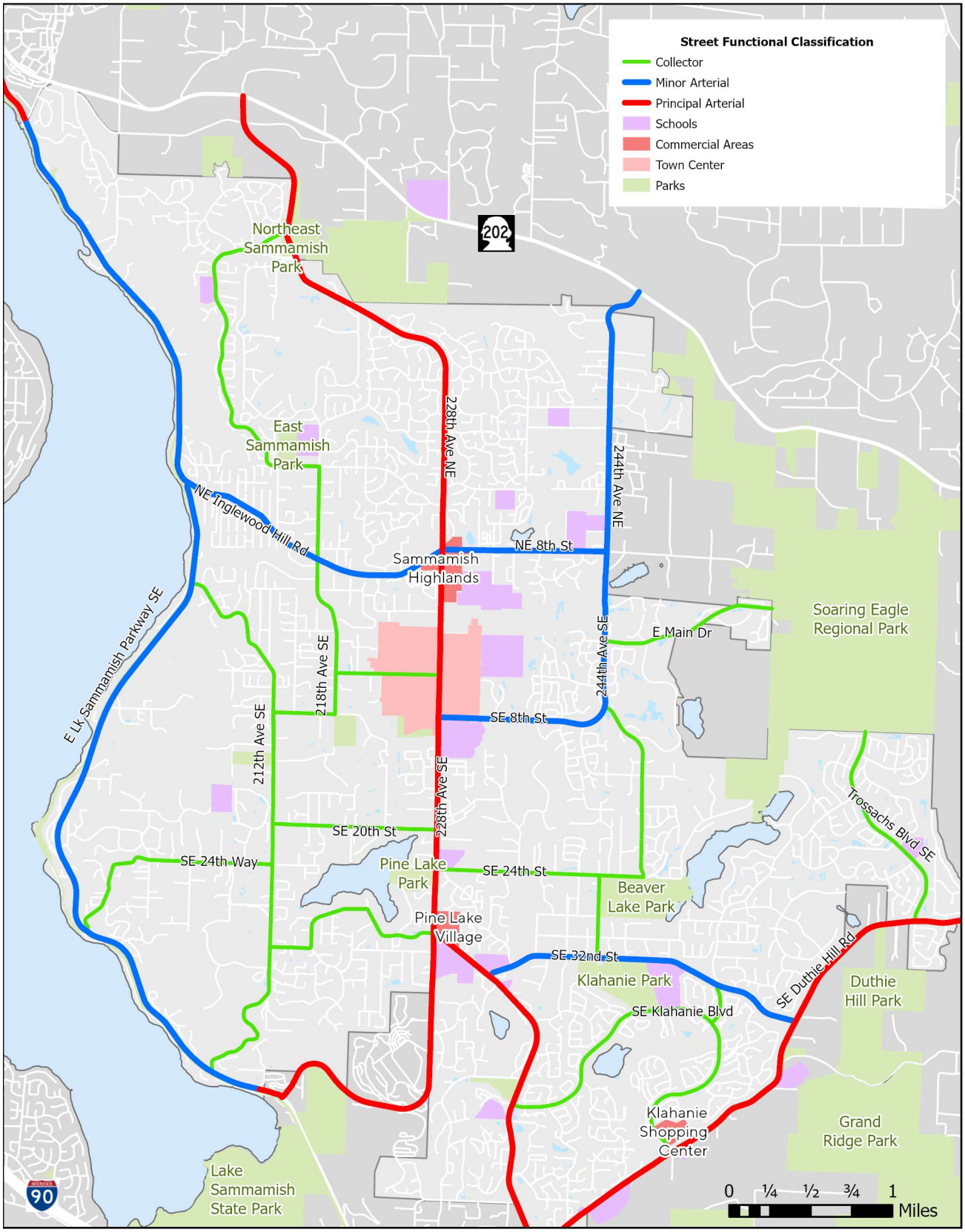


FIGURE 2. STUDY AREA AND STREET FUNCTIONAL CLASSIFICATION

Chapter 2: Existing Conditions

Existing conditions within Sammamish were evaluated to establish an understanding of how the current bicycle and pedestrian network is serving the public. The existing conditions assessment included a review of existing pedestrian and bicycle facilities inventory including an assessment of existing safety conditions for nonmotorized modes.

PEDESTRIAN AND BICYCLE FACILITIES INVENTORY

The following section details the inventory of existing nonmotorized facilities in the City of Sammamish. An inventory of sidewalks, crosswalks, off-street trails, and bike lanes was undertaken to identify the current level of nonmotorized connectivity in Sammamish. Figure 3 illustrates the pedestrian and bicycle facilities and infrastructure along the Priority Network.

SIDEWALK FACILITIES

Sidewalks provide a safe and accessible space for pedestrians along the public street network. The City of Sammamish inherited its street and sidewalk network from King County when the City was incorporated in 1999. Though numerous upgrades throughout the City have occurred since incorporation, many gaps still exist in the sidewalk network that require attention. Streets in dense areas with commercial land uses, schools, or transit service are particularly important for safe walking, as they tend to serve more pedestrians and have a larger portion of vulnerable users than other streets.

CROSSWALKS

Marked crosswalks at intersections or midblock locations are used to guide pedestrians and alert drivers to pedestrian activity. Enhanced crosswalks, which may include features such as raised crossings, rapid flashing beacons, or pedestrian refuge islands, offer greater visibility and comfort in high-traffic or high-speed areas. These facilities play a crucial role in improving pedestrian accessibility by providing clear and prioritized crossings, particularly near key destinations like schools, transit stops, and parks.

Crosswalks vary in design based on their location and usage. In Sammamish, crosswalks are a vital component of the pedestrian network. Installing crosswalks at strategic locations improves connectivity and encourages more walking/rolling throughout the city.

BICYCLE FACILITIES

Bike lanes are portions of paved streets which have been designated by striping, signage, and pavement markings for exclusive use by bicyclists. These facilities provide separation between bicyclists and vehicle traffic and generally create a more comfortable experience for bicyclists relative to shared-use lanes, particularly on high-speed, high-volume streets.

Shared use of travel lanes by vehicles and bicycles can provide a viable option for bicycle connectivity on low-volume, low-speed streets. Shared-use streets may be identified using Shared Lane Markings (SLMs) or "sharrows." SLMs are not currently used in the Sammamish street network.

Paved shoulders may be used by pedestrians and cyclists, but they are not designated facilities and are considered a gap in the pedestrian and bicycle network.

OFF-STREET TRAILS

Off-street trails consist of both paved and unpaved (gravel or mulch surface) paths which provide varying levels of access to pedestrians, bicyclists, and other wheeled mobility users. Off-street trails provide connections between schools, parks, transit stops, and other facilities of public interest, in locations which do not follow the existing street alignment. They also provide recreational opportunities for the community. The City manages its own trail network and has several county-owned trails within or near to Sammamish City limits, including a 7.3-mile paved section of the regional East Lake Sammamish Trail. The 2024 Parks, Recreation, and Open Space Plan[1] (January 2024) includes more information about the path forward for providing high quality trails, open spaces, and recreation opportunities.

SHARED-USE PATHS

Shared-use paths are paved, off-street facilities designed to accommodate a variety of non-motorized users, including people walking/rolling and biking. These paths typically provide a higher level of comfort and accessibility than on-street facilities, as they are physically separated from vehicle traffic. Shared-use paths are often wider than standard sidewalks or trails and are intended for two-way travel by multiple user types.

Further details on pedestrian and bicycle facilities are provided in Chapter 5 of the Plan.

[1] https://www.sammamish.us/media/1vej4sxo/samm2024_pros_vfinal121823low.pdf

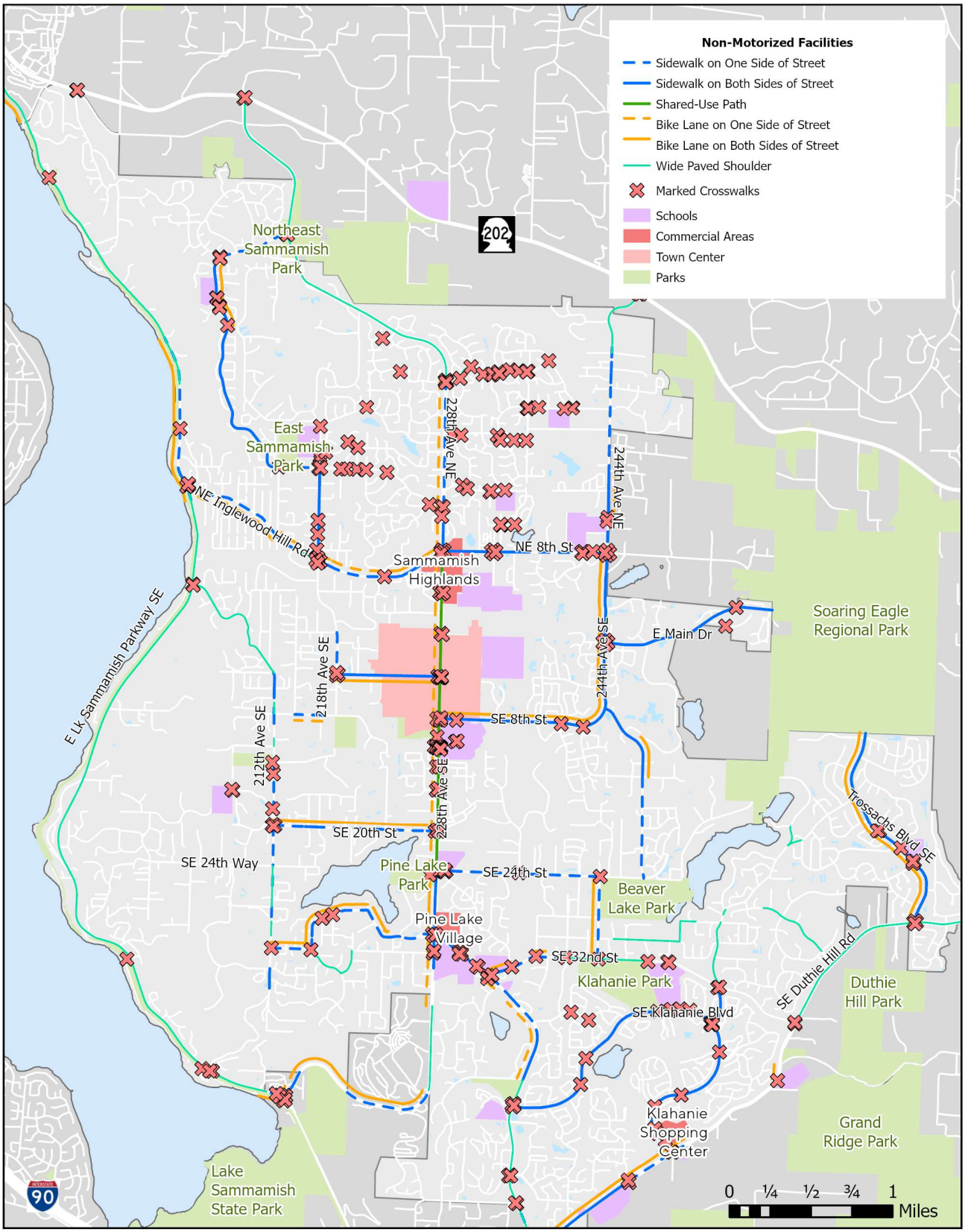


FIGURE 3. PEDESTRIAN AND BICYCLE FACILITIES INVENTORY

GAP ANALYSIS

A gap analysis of pedestrian and bicycle facilities along the Priority Network was conducted to identify missing, inadequate, or disconnected segments and to understand how the current infrastructure meets/does not meet the needs of users. Figure 4 and Figure 5 represent the sidewalk and bike lane gaps along the Bicycle and Pedestrian Priority Network, respectively. While East Lake Sammamish Parkway appears as a gap in both the sidewalk and bicycle networks, the corridor is paralleled by the ADA-accessible East Lake Sammamish Trail. Rather than viewing this as a traditional network gap, the City recognizes that improving access to the trail is an important need that may help address mobility along the corridor.

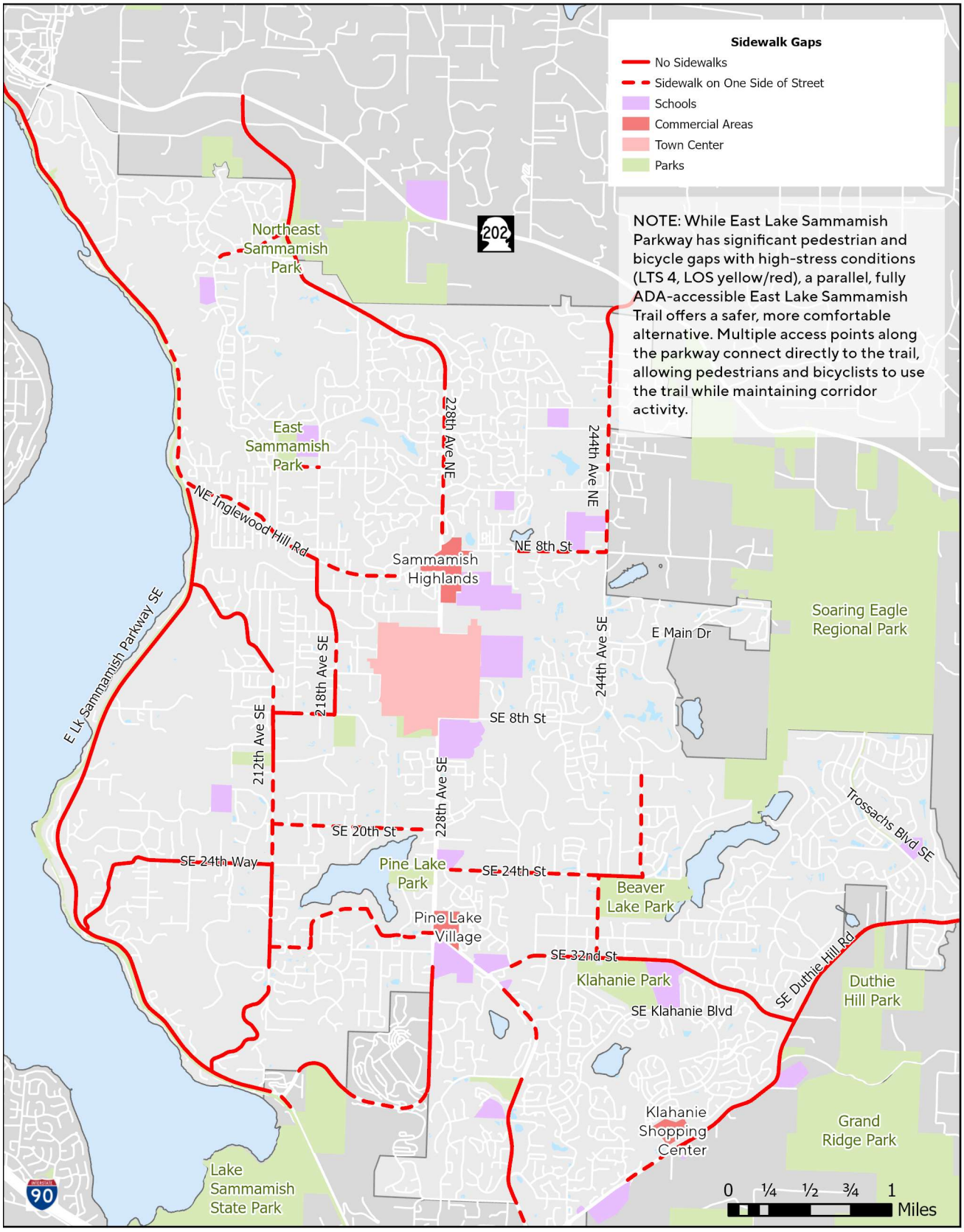


FIGURE 4. SIDEWALK GAPS ALONG THE PEDESTRIAN PRIORITY NETWORK

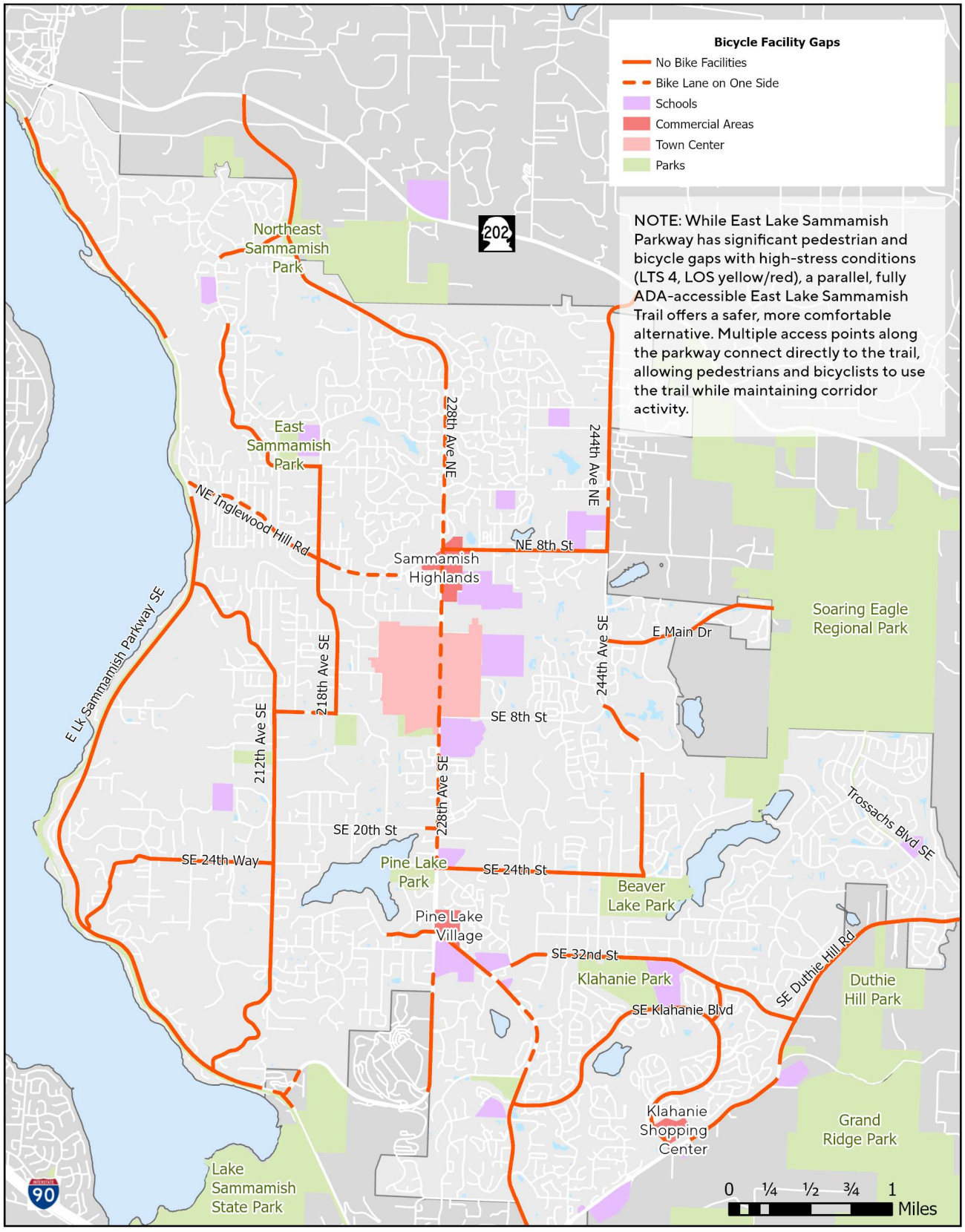


FIGURE 5. BICYCLE FACILITY GAPS ALONG THE BICYCLIST PRIORITY NETWORK

MULTIMODAL LEVEL OF SERVICE

Like vehicular Level of Service (LOS), Multimodal Level of Service (MMLOS) provides a performance metric for user experience on a given element of transportation infrastructure. MMLOS for the City of Sammamish are defined in the TMP as aspirational and implemented as guidelines. LOS for bicycles and pedestrians are based on level of traffic stress (LTS) and Sammamish's adopted Public Works Standards. Evaluating LTS is the first step in determining the MMLOS of the roadway. The TMP[2] (pages 57-60) analyzed and illustrated the existing level of traffic stress and level of service for pedestrians and bicyclists in Sammamish.

The following section provides an update to the multimodal level of service analysis from the TMP using the latest Washington Department of Transportation (WSDOT) Design Manual LTS guidelines that were updated in September 2024 (Appendix B). Figure 6 illustrates the process of determining the LTS score and LOS category.

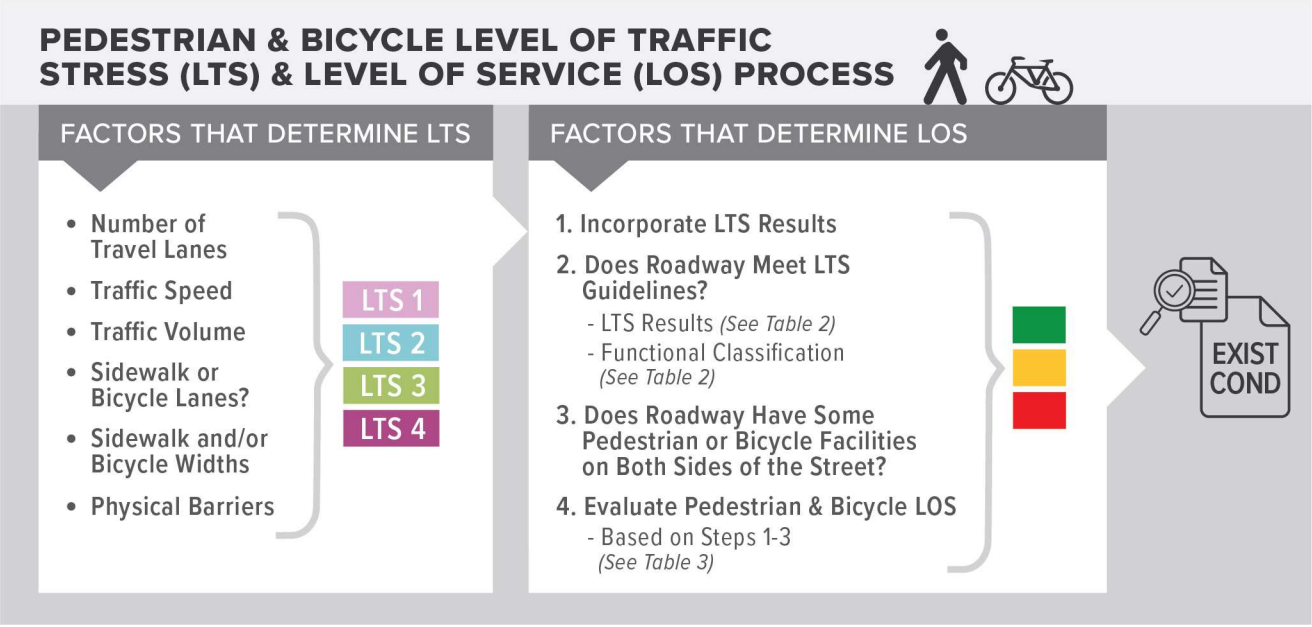


FIGURE 6. PEDESTRIAN AND BICYCLE MMLOS PROCESS

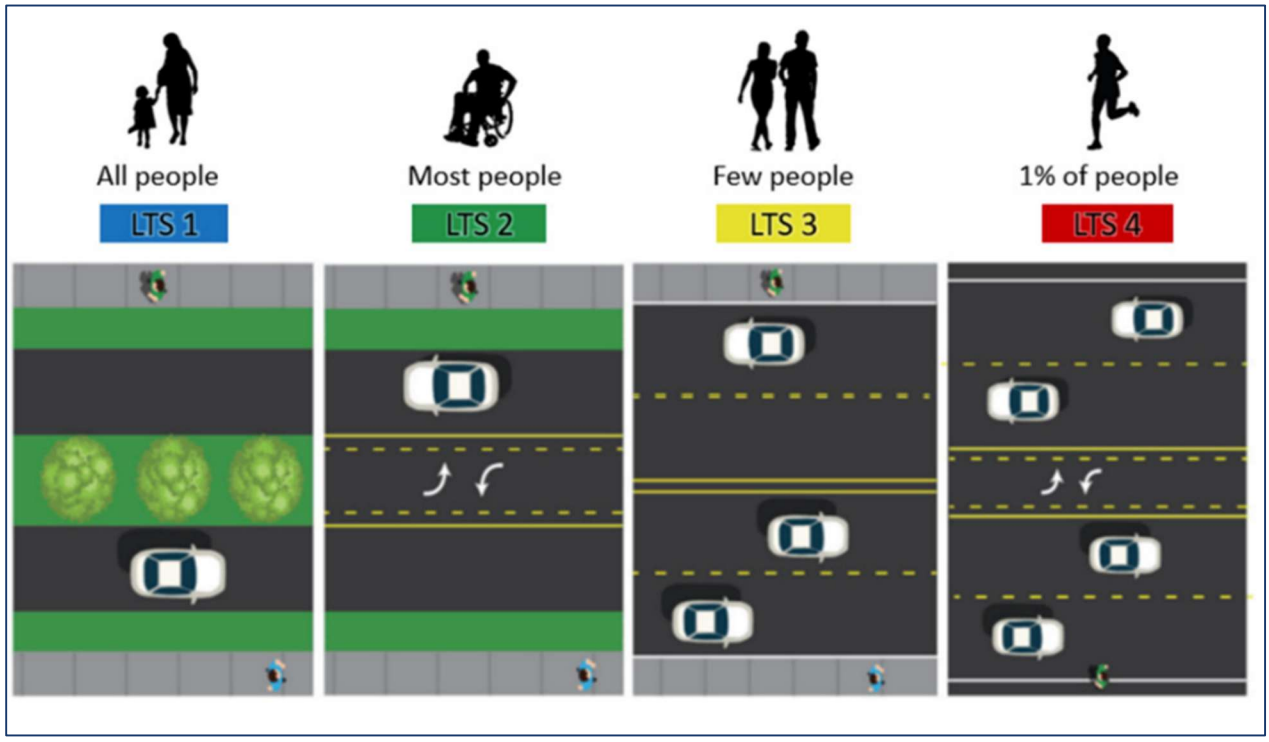
Pedestrian and Bicycle Level of Traffic Stress

LTS is a metric based on user perception of personal comfort and/or safety. LTS is the recommended standard of practice for bicycle and pedestrian system planning; the WSDOT *Design Manual* M 22-01.23 Chapters 1510, 1515 and 1520 define a planning-level methodology, updated in September 2024. The WSDOT *Design Manual* methodology (Appendix B) was used as the basis for the LTS. At a minimum, the numeric LTS rating is based on Average Annual Daily Traffic (AADT), posted speed, and the number of travel lanes.

[2] https://www.sammamish.us/media/2iwh3bfk/transportation-master-plan-final-sml.pdf

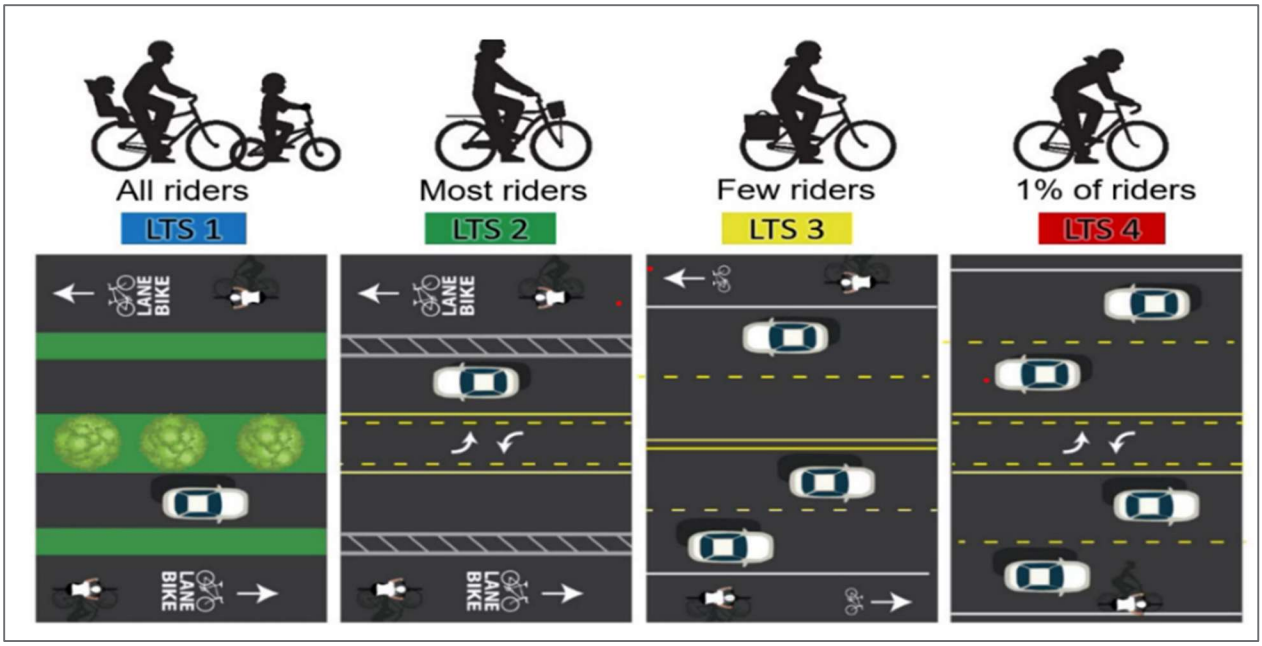
Pedestrian LTS (PLTS) and Bicycle LTS (BLTS) are expressed on a scale of 1 to 4, where a higher LTS score represents lower level of user comfort. Pedestrian and bicycle LTS categories are defined and illustrated in Table 1, Figure 7 and Figure 8, where a designation of LTS 4 equals the lowest level of comfort, LTS 3 equals low level of comfort, LTS 2 equals a high level of comfort and LTS 1 equals highest level of comfort. Appendix B includes the WSDOT guidance used to analyze pedestrian and bicycle level of traffic stress.

A PLTS and BLTS score was calculated for each street segment in Sammamish's Bicycle and Pedestrian Priority Network, which corresponds to the City's arterial network. Both sides of the street (i.e. northbound and southbound) were evaluated for LTS, and the higher stress of the two sides of the street is assigned to the street overall. The roadway segmentation for LTS assignment followed an intuitive approach according to the context. The LTS segmentation was refined to account for smaller segments, with the overall LTS assignment reflecting the highest stress level encountered within each grouping. This approach represents the most challenging conditions for pedestrians and bicyclists along a given route.



Source: WSDOT

FIGURE 7. PEDESTRIAN LEVEL OF TRAFFIC STRESS AND COMFORT

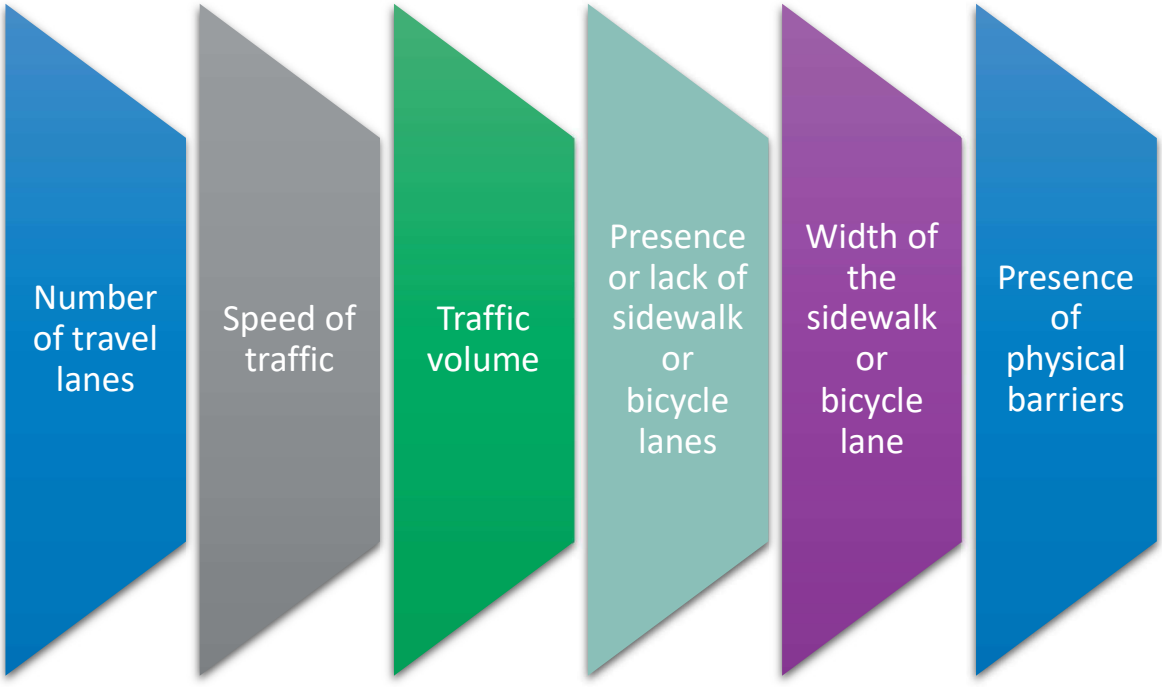


Source: WSDOT

FIGURE 8. BICYCLE LEVEL OF TRAFFIC STRESS AND COMFORT

As illustrated in Figure 7 and Figure 8, the greater the separation between the pedestrian or bicyclist and vehicular traffic, the lower the Level of Traffic Stress.

Several factors affect the levels of stress that a pedestrian or bicyclist can experience, including:



All of these are considered when evaluating pedestrian and bicycle LTS.

Roadway grade (changes in elevation) is an important factor for pedestrian and bicyclist comfort in Sammamish due to the city's hilly terrain. However, WSDOT LTS guidelines, which were used for this analysis, do not explicitly account for grade or elevation changes. Understanding their importance in Sammamish, grades were considered when prioritizing pedestrian and bicycle projects for this Plan.

TABLE 1. LEVEL OF TRAFFIC STRESS DEFINITIONS

LTS	User Category	Description	Example
1	Very Low Stress	***All Ages & Abilities:*** LTS 1 is a level that most children and their parents would find comfortable and safe.	Physically separated bike lane or a 5-foot sidewalk on a 25-mph two-lane street with an AADT less than 3,000 vehicles.
2	Somewhat Low Stress	***Interested but Concerned:*** LTS 2 facilities are acceptable to a typical mainstream adult, who can accept some degree of stress while walking or riding.	Buffered bike lane or 6-foot sidewalk on a 30-mph two-lane street with an AADT less than 6,000 vehicles.
3	Somewhat High Stress	***Enthused & Confident:*** LTS 3 users can tolerate some stress even though they may prefer to ride with a lower level of traffic stress.	Unbuffered bike lane or 5-foot sidewalk on a high-volume (AADT above 6,000 vehicles) 4 lane street with speeds of 30-35mph.
4	Very High Stress	***Strong & Fearless:*** LTS 4 is tolerated for any significant distance only by users classified "strong and fearless," who are comfortable walking or riding in close proximity to high-volume roadways.	No bike lane or sidewalk on a high-speed (35-mph and above) arterial.

Pedestrian LTS results are shown in Figure 9. Bicycle LTS results are shown in Figure 10. Appendix C documents the pedestrian and bicycle LTS analysis in table format that was conducted using Geographic Information System (GIS) software.

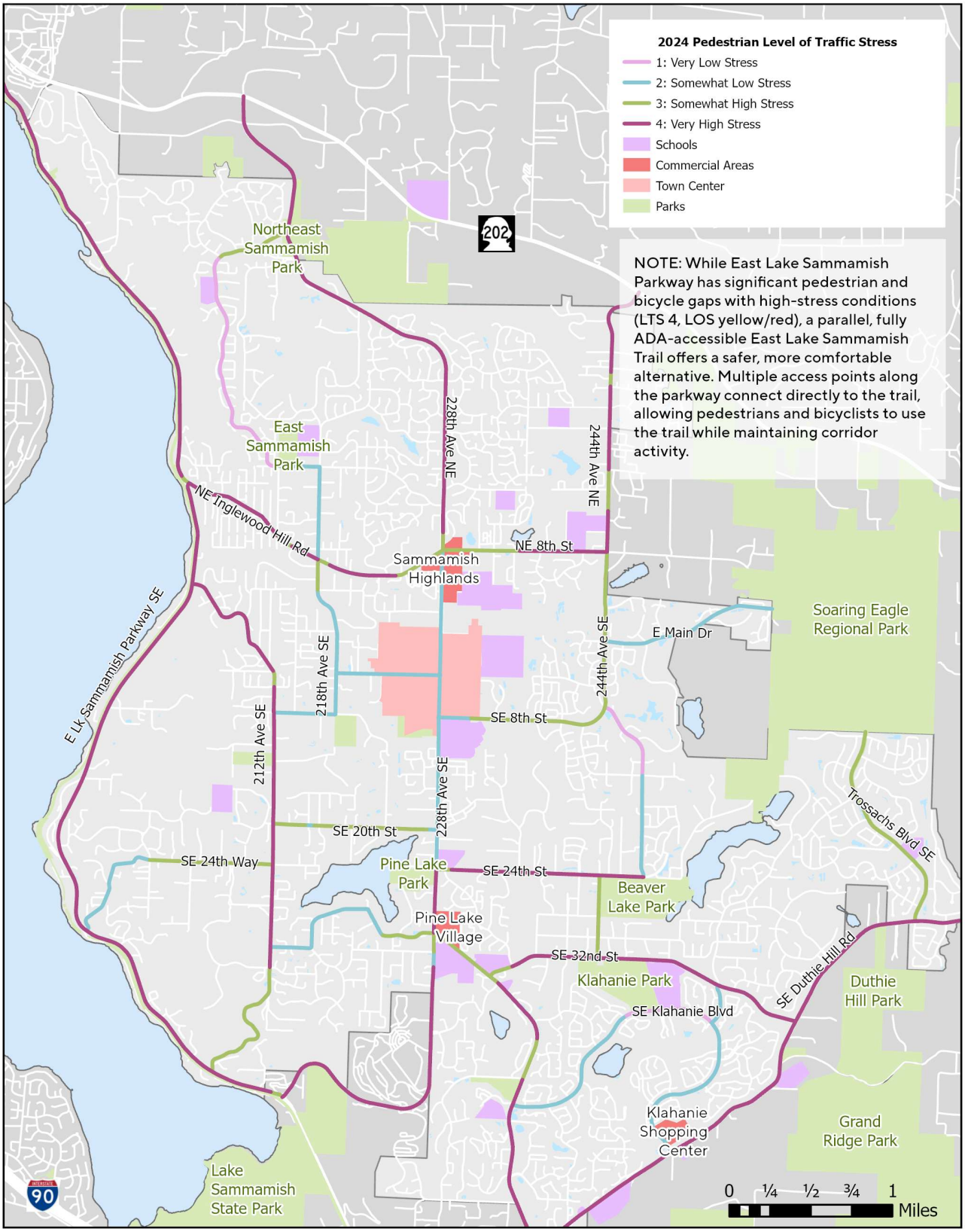


FIGURE 9. EXISTING PEDESTRIAN LEVEL OF TRAFFIC STRESS

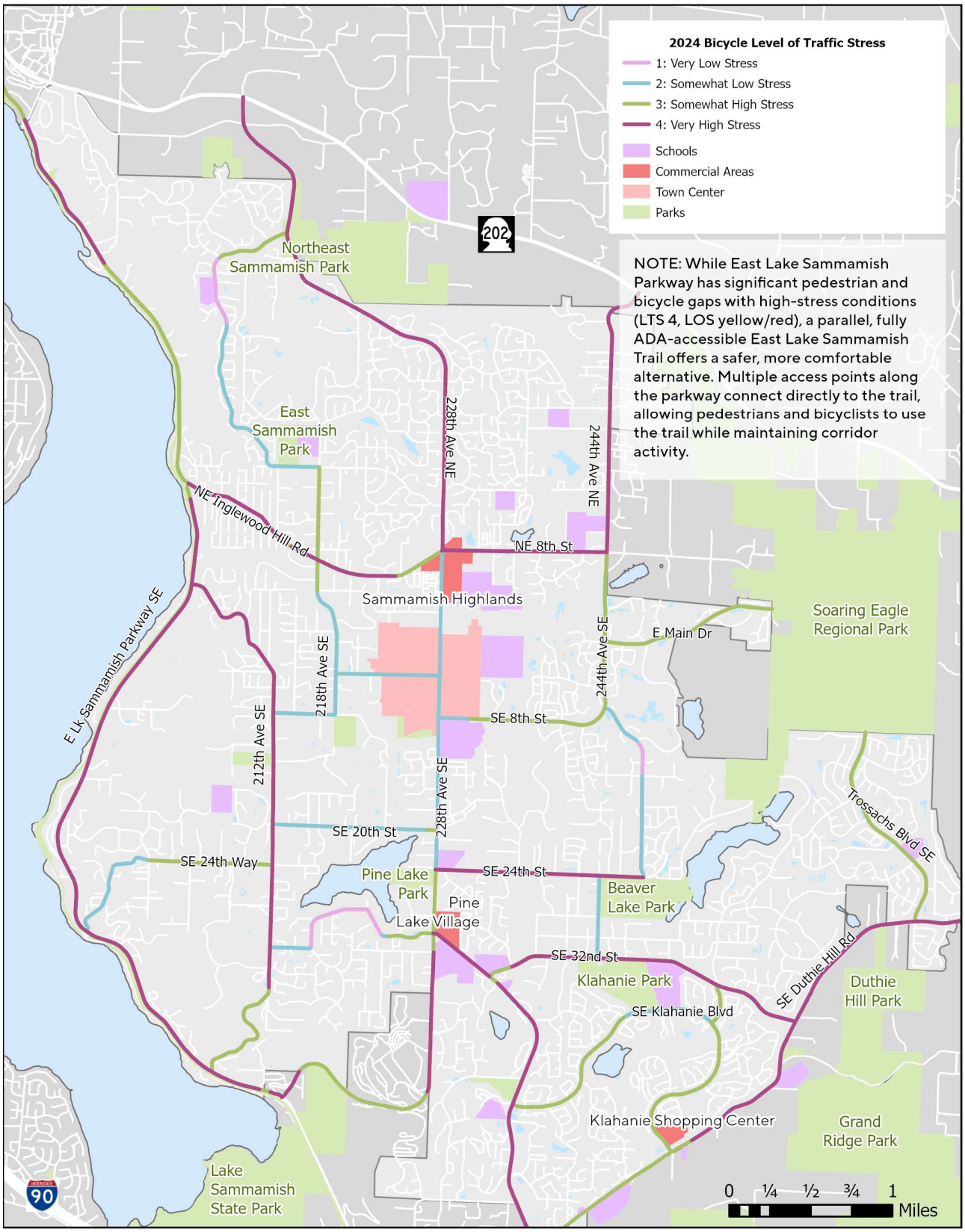


FIGURE 10. EXISTING BICYCLE LEVEL OF TRAFFIC STRESS

Pedestrian and Bicycle Level of Service

A pedestrian LOS and bicycle LOS are assigned to each principal, minor, and collector arterial within the city. The LOS is based on functional classification, evaluated LTS, and presence of a pedestrian or bicycle facility as defined by the TMP[3] (Page 63). Pedestrian and bicycle LOS for each roadway are evaluated following the steps below and as shown in Figure 6.

1

Evaluate PLTS and BLTS

- Based on several factors, including AADT, posted speed limit, and width of pedestrian or bicycle facility, as described in the previous section

2

Determine if the roadway meets LTS guidelines

- Based on LTS and functional classification, using Table 2

3

Confirm presence of facilities on both sides

- Determine if the roadway has some pedestrian or bicycle facility on both sides of the street

4

Evaluate Pedestrian and Bicycle LOS

- Based on steps 1-3, using Table 3

Table 2 displays the LTS guidelines used in evaluating LOS as defined in the TMP.

TABLE 2. PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS GUIDELINES

Functional Classification	Pedestrian LTS Guidelines	Bicycle LTS Guidelines
Principal Arterials	LTS 2	LTS 2
Collector Arterials	LTS 2	LTS 2
Minor Arterials	LTS 3	LTS 3

[3] https://www.sammamish.us/media/2iwh3bfk/transportation-master-plan-final-sml.pdf

Using Table 3, each principal, minor, and collector arterial is assigned a Level of Service for Pedestrians and Bicycles as **Green**, **Yellow**, or **Red**.

TABLE 3. PEDESTRIAN AND BICYCLE LEVEL OF SERVICE DEFINITION

Level of Service	Pedestrian Definition	Bicycle Definition
Green	Roadway meets LTS guidelines and sidewalk is present.	Roadway meets LTS guidelines.
Yellow	Roadway does not meet LTS guidelines, but some pedestrian facility (i.e., sidewalk) is present. Or roadway meets LTS guidelines but no sidewalk is present.	Roadway does not meet LTS guidelines, but some bicycle facility (i.e., bike lane) is present.
Red	Roadway does not meet LTS guidelines, and no pedestrian facility is present.	Roadway does not meet LTS guidelines, and no bicycle facility is present.

Pedestrian Level of Service results are shown in Figure 11**.** Bicycle Level of Service results are shown in Figure 12**.** Appendix C documents the pedestrian and bicycle level of service analysis in table format that was conducted using GIS software.

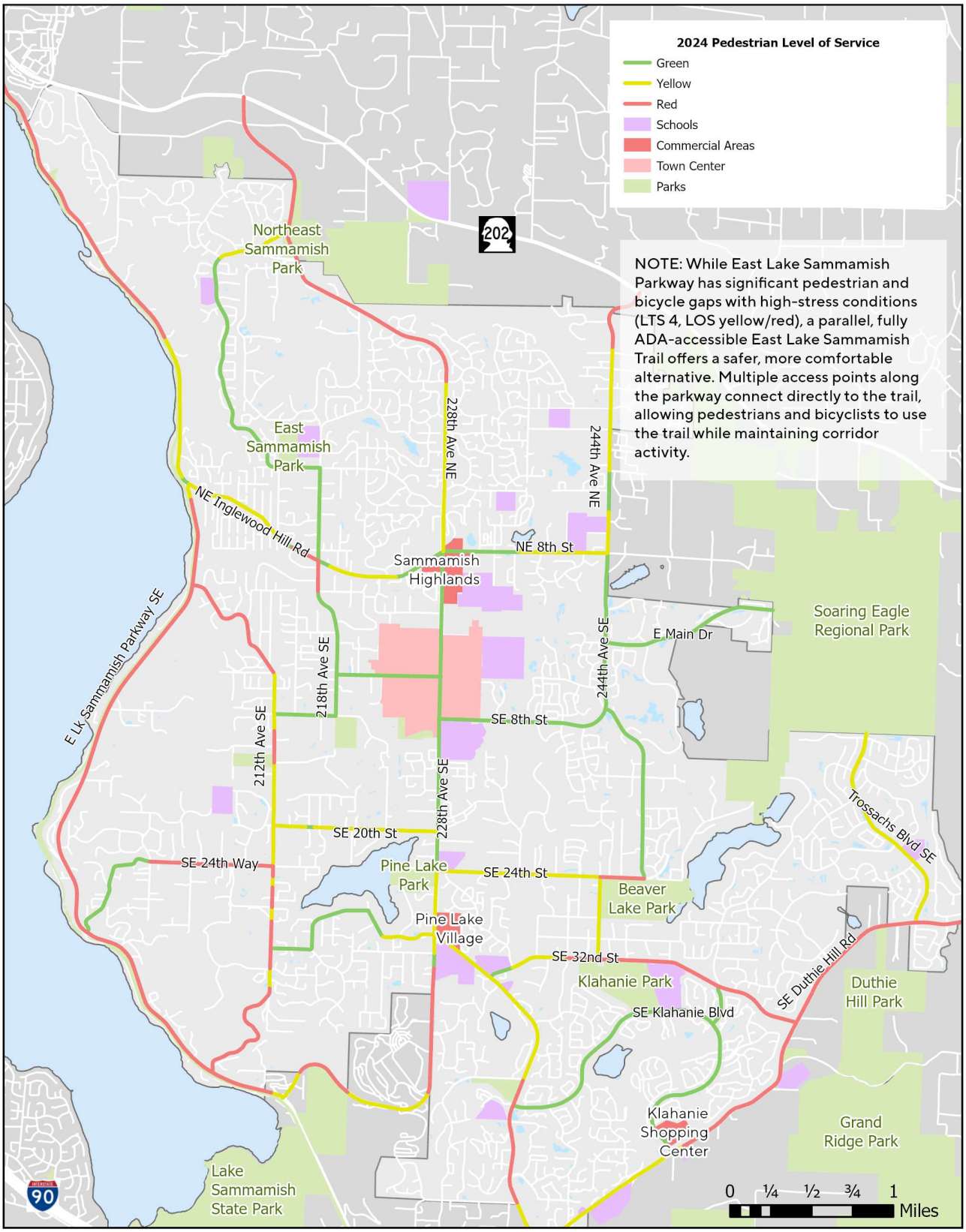


FIGURE 11. EXISTING PEDESTRIAN LEVEL OF SERVICE

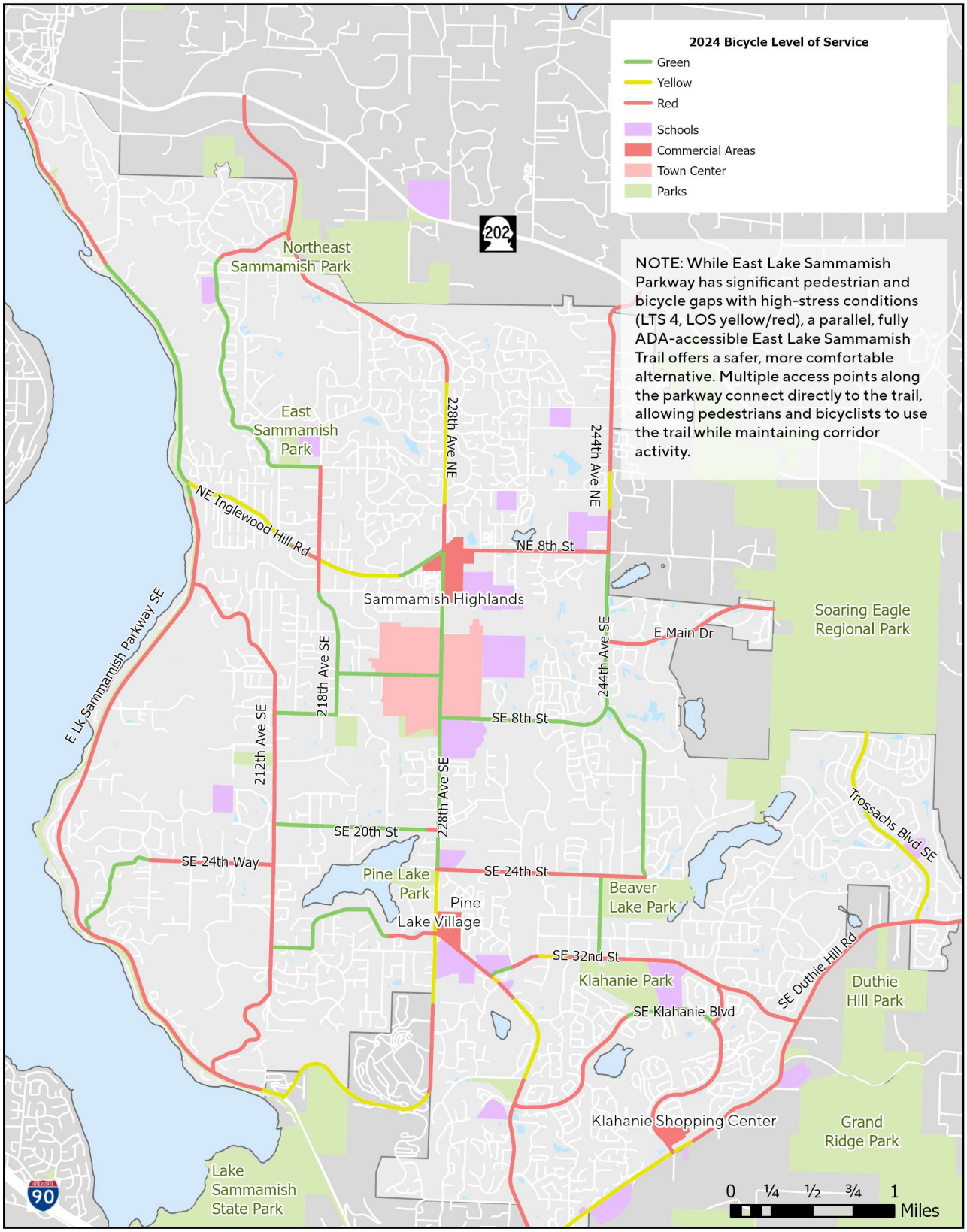


FIGURE 12. EXISTING BICYCLE LEVEL OF SERVICE

SAFETY ANALYSIS

The City has completed multiple Local Road Safety Plans to meet the WSDOT Highway Safety Improvement Program guidelines. This includes identification of crash trends, safety concerns, and countermeasures to reduce fatal and serious injury crashes. Safety analysis for this Plan focuses on crashes involving a bicyclist and/or pedestrian that occurred on roads in the City.

Data Analysis

A crash history analysis of only crashes involving a pedestrian or bicyclist was performed by reviewing WSDOT collision reports on City of Sammamish maintained public streets during the five-year period from January 1, 2019 through December 31, 2023, obtained from the WSDOT Transportation Data Office. A total of 45 collisions were reported during the five-year period, of which five involved a serious injury. Most collisions involving pedestrians are a result of motorists not granting right-of-way to pedestrians. One fatal injury collision involving a pedestrian occurred in 2023. The nature of the reported five serious injury crashes and one fatal crash include:

- 2 collisions (33%) involved a pedestrian:
    - 1 fatal collision at SE 240th Way and SE 8th Street involved a vehicle making an improper turn/merge (left turn) and not granting the pedestrian the right-of-way.
    - 1 serious injury collision involved a vehicle making a turn and striking the pedestrian.
- 4 collisions (67%) involved a bicyclist:
    - 1 serious injury collision involved a bicyclist that was reported as disregarding traffic signs and not granting right-of-way to the vehicle.
    - 3 serious injury collisions each involved a bicyclist that collided with a parked vehicle.

Collision trends over time are summarized in Table 4.

TABLE 4. 2019-2023 COLLISION TRENDS

Year	Fatal & Serious Injury Crashes			Total Crashes		
	Ped	Bike	Total	Ped	Bike	Total
2019	0	1	1	3	6	9
2020	0	0	0	2	3	5
2021	1	1	2	1	7	8
2022	0	1	1	2	11	13
2023	1	1	2	2	8	10
Total	2	4	6	10	35	45

Approximately 16% of crashes involving a pedestrian or bicyclist in Sammamish occurred on East Lake Sammamish Parkway corridor, 20% occurred on 228th Avenue. Figure 13 illustrates the nonmotorized collisions for a five-year period (2019 - 2023).

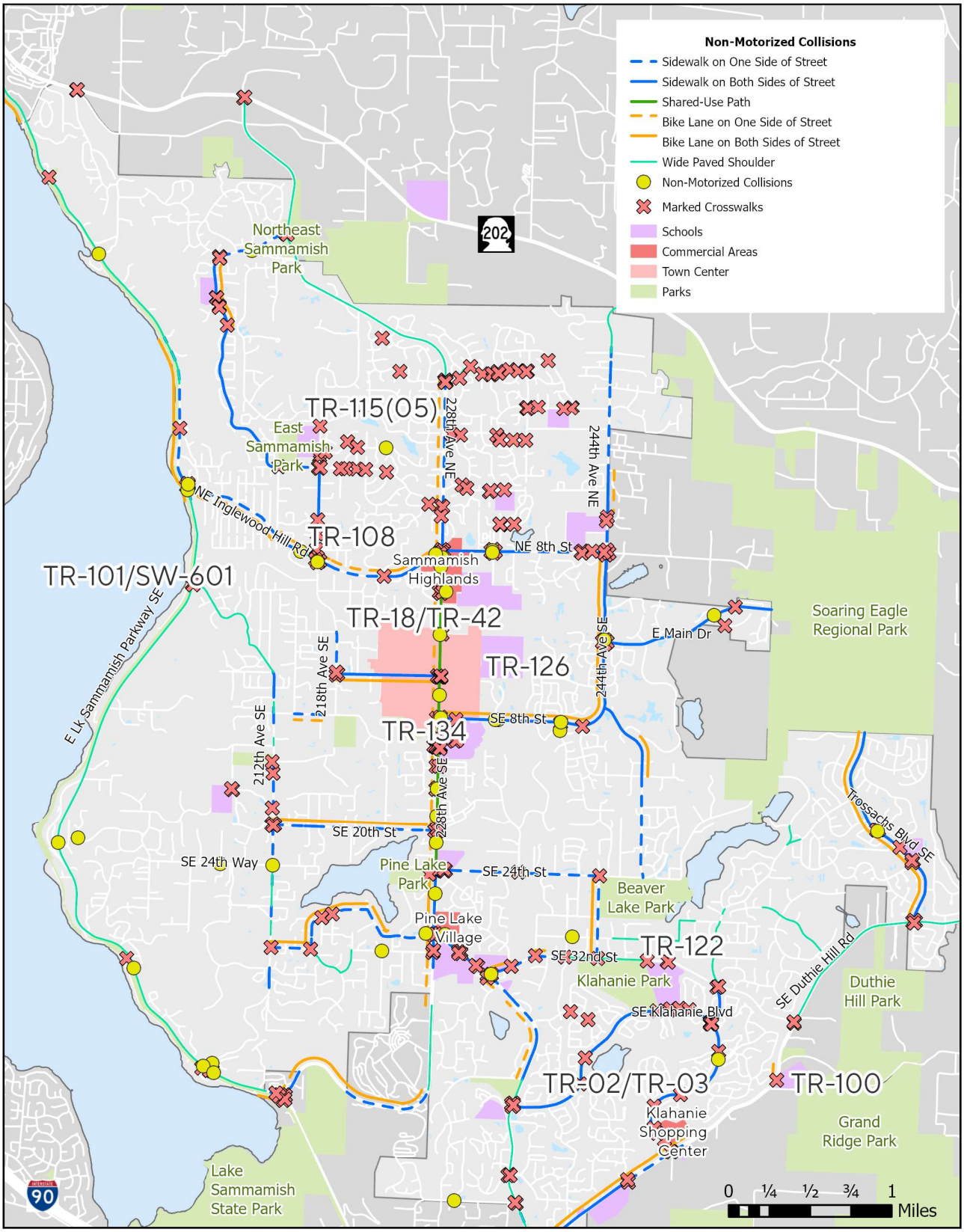


FIGURE 13. NONMOTORIZED COLLISIONS IN THE CITY (2019-2023)

Chapter 3: Future Conditions

This section presents the anticipated future conditions for bicycle and pedestrian infrastructure in the City of Sammamish, focusing on the LTS and LOS analyses projected for the year 2044. These assessments are based on the incorporation of the City's 2025–2030 Transportation Improvement Program (TIP) planned projects into the future network. While these projects are not fully defined or funded, their inclusion in this analysis reflects the City's intent to improve pedestrian and bicycle access, connectivity, and safety as opportunities for implementation progress. By integrating these future improvements, this analysis aims to illustrate how the City's non-motorized network could evolve to meet long-term mobility, safety, accessibility, and sustainability goals.

To support this evaluation, updated gap analysis maps are provided to reflect the changes brought by the planned 2025 TIP projects. These maps help visualize how existing gaps in the pedestrian and bicycle networks may be addressed, and what connectivity and potential safety challenges may still remain under future conditions.

TRANSPORTATION IMPROVEMENT PLAN[4]

The 2025-2030 City of Sammamish TIP groups projects into programs or categories and prioritizes them using a scoring criteria defined in the TIP. The TIP is updated and adopted annually to include recently identified and prioritized projects. These updates support alignment with the City's transportation vision, improved safety, mobility options and the region's growth. This Plan identifies and prioritizes pedestrian and bicycle projects that address existing gaps in the network with the goal of adding these projects to the City's TIP. These projects are proposed to be included in the Transportation Capital Program funded by local Transportation Impact Fees, Real Estate Excise Tax (REET), and awarded grant funding from State and Federal opportunities.

The project categories in the TIP are:

[4] https://www.sammamish.us/media/hayiaftk/2025-2030-tip-guide-adopted-version.pdf

These categories include several projects that improve or add bicycle or pedestrian facilities. Table 5 describes the programs and projects in the 6-year 2025 TIP that include planned improvement or addition of non-motorized facilities.

TABLE 5. NON-MOTORIZED 2025-2030 TIP PROJECTS AND PROGRAMS

Category	ID No.	Project/Program Name	Funded/ Un-funded [a]
Ongoing Transportation Programs	TR-C	Sidewalk Gap & Non-Motorized Program.	Funded
Traffic, Safety, & Non-Motorized Improvement Projects	TR-100	Flood Mitigation- SE Issaquah-Fall City Road: Endeavor Elementary School to SE Duthie Hill Road.	Funded
	TR-108	Inglewood Hill Road Sidewalk Gap.	Partially Funded
	TR101/SW-601	Louis Thompson Road Tightline Project.	Funded
	TR-63	Flood Mitigation 212th Ave SE/SE 14th Pl to SE 18th St.	Partially Funded
	TR-04	East Lake Sammamish Parkway SE/SE 24th St Intersection.	Unfunded
	TR-132(P49)	E Beaver Lake Way SE Sidewalk Improvement: SE 32nd Street to E Beaver Lake Way SE.	Unfunded
	TR-131(P47)	248th Avenue SE Active Transportation Improvements: SE 24th Street to SE 14th Street.	Unfunded
	TR-39	256th Ave SE/E Beaver Lake Dr SE/Issaquah Beaver Lake Road.	Unfunded
Connection Projects	TR-126	Northeast Connector Road.	Funded
	TR-134	6th Street Improvement Project.	Funded

Category	ID No.	Project/Program Name	Funded/ Un-funded [a]
Corridor Improvement Projects: Studies + 30% Design Only	TR-115(05)	Sahalee Way NE Corridor Improvements.	Funded
	TR-02/TR-03	Issaquah-Pine Lake Road Corridor Improvements, Phs. 1 and 2.	Funded
	TR-18/TR-42	SE 8th/218th Avenue From 212th Avenue To Inglewood Hill Road NE Corridor Improvements.	Funded
	TR-122	SE 32nd/Issaquah Beaver Lake Road Corridor Improvements.	Funded
Regional Projects	TR-118	Signalized Pedestrian Crossing at Duthie Hill Road and SE Issaquah Fall City Road.	Unfunded
	TR-119	Pedestrian Pathway Along Duthie Hill Road.	Unfunded

[a] Projects identified as funded in the 2025 TIP indicate some funding has been allocated based on projected revenue and budget constraints. Funding is estimated and confirmed through the City's biannual budget adoption process.

Though final project funding is not confirmed, particularly for the corridor improvement projects, this Plan assumes the "Funded" and "Partially Funded" projects in the 2025 TIP are considered "planned" projects and are assumed to be incorporated into the future (2044) non-motorized facility network assumptions. Figure 14 illustrates those planned projects from the 2025 TIP. The projects include traffic, safety, and non-motorized projects; connection projects; and corridor improvement projects. Project descriptions are available in the 2025 TIP document[5].

[5] https://www.sammamish.us/media/hayiaftk/2025-2030-tip-guide-adopted-version.pdf

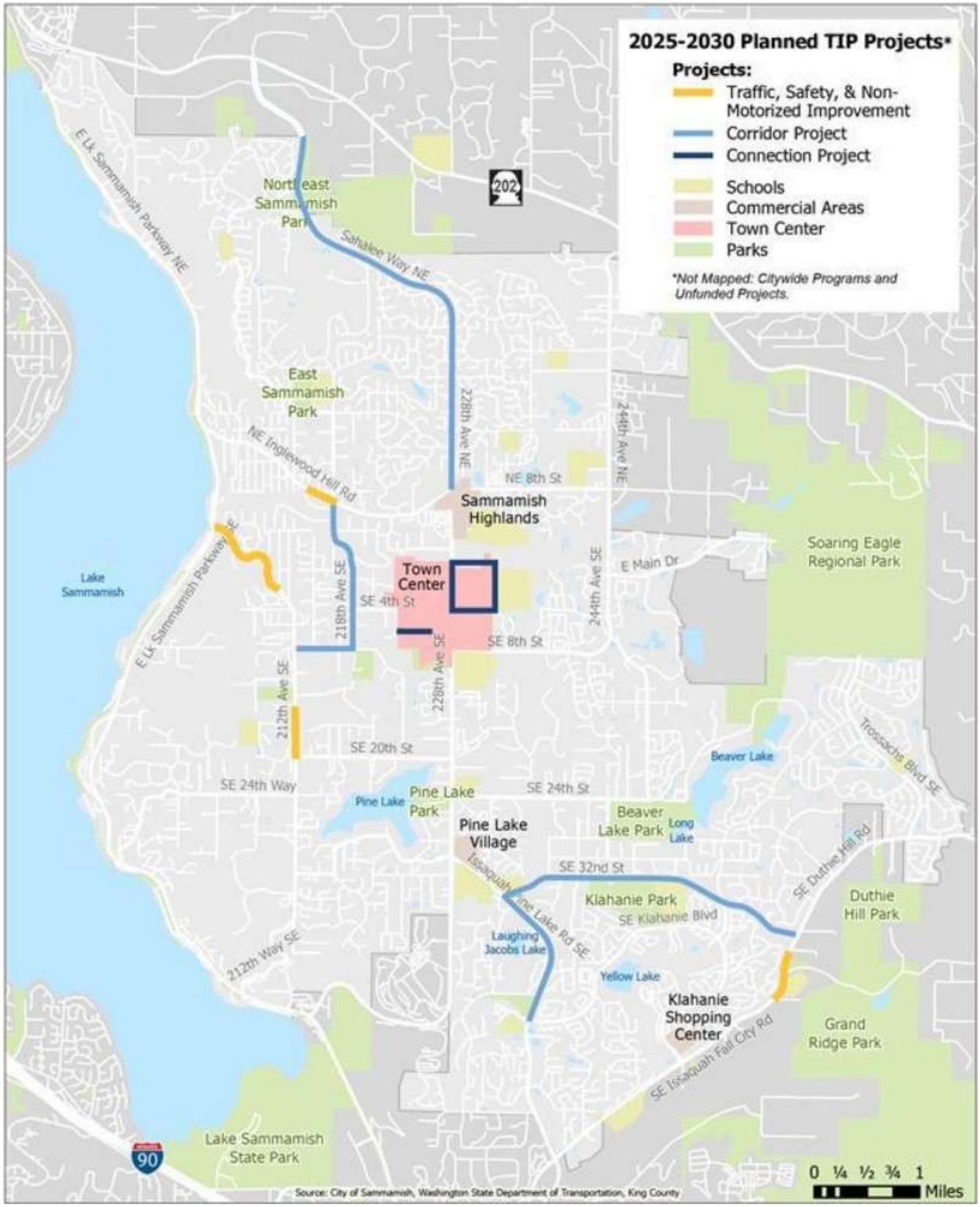


FIGURE 14. PLANNED 2025-2030 TIP PROJECTS

ONGOING CITYWIDE TRANSPORTATION PROGRAMS

Transportation programs and maintenance efforts are vital to the on-going upkeep of the City's transportation system to keep the Sammamish community moving. These programs and efforts align with City goals and are housed in each annual TIP. Table 6 documents these recurring programs that include efforts such as sidewalk gap filling, neighborhood traffic calming initiatives, school safety programs, pavement overlays, transit enhancements etc. These programs are focused on the maintenance, preservation, and enhancement of the city's transportation network. Programs listed in Table 6 are primarily funded by the City's Transportation Capital Improvement Project fund.

TABLE 6. ONGOING CITYWIDE TRANSPORTATION PROGRAMS FROM 2025-2030 TIP

ID No.	Program Name	Purpose	Funded/ Unfunded[a]
TR-C	Sidewalk Gap & Non-Motorized Program	• Adds sidewalk and non-motorized facilities within the community to foster connectivity and multi-modal connections. • Focuses on smaller projects such as filling gaps and completing the non-motorized transportation system.	Funded
TR-E	Neighborhood Traffic Management Program	• Focus is pedestrian safety and mitigating speeding concerns. Includes projects in neighborhoods that aims to make non-motorized movements safer within the community. • It is a joint effort between the community, the Public Works Department, and Sammamish Police Department.	Funded
TR-F	Streetlight Enhancement Program	• City plans to develop a Citywide Streetlight Plan, which will analyze existing conditions and provide recommendations to enhance lighting for all modes of transportation.	Funded
TR-G	School Zone Safety Improvement Program	• Focus is pedestrian safety in school zones for students.	Funded
TR-H	Capital Contingency Reserve/Placeholder	• N/A.	Unfunded
TR-J	Intelligent Transportation Systems (ITS) Program	• Implements advanced sensing, control and communication technologies to improve safety, mobility, and traffic management efficiency. • City's Traffic Management Center (TMC) was constructed as part of this program.	Funded

ID No.	Program Name	Purpose	Funded/ Unfunded[a]
TR-K	ADA Barrier Remediation Program	• Remediate non-ADA compliant facilities within the City of Sammamish Road rights-of-way. The program currently focuses on collector and arterial roads. • The City's ADA Transition Plan[6] identifies barriers that impede access to City buildings, parks, and pedestrian facilities in the public right-of-way.	Funded
TR-L	Pavement Management Program	• Focus is on maintaining and extending the life of city streets through repaving, reconstruction and other pavement management techniques. • City plans to complete a Pavement Management Strategic Plan, which evaluates every public road in the city.	Funded
TR-M	Transit Enhancement Program	• Improve transit access and user experience to encourage increased ridership. • The City's Transit Plan[7] includes a number of proposed capital projects intended to enhance transit access, improve transit speed and reliability, and bolster transit-related safety within the city. The Plan also includes a list of potential new pedestrian crossings near transit. • This program is proposed to fund a crosswalk study, bus stop amenity program, transit signal priority, transit operation improvement and mobility hub implementation plan.	Funded

[a] Projects identified as funded in the 2025 TIP indicate some funding has been allocated based on projected revenue and budget constraints. Funding is estimated and confirmed through the City's biannual budget adoption process.

All programs mentioned in Table 6 are crucial for improving mobility and safety in Sammamish's transportation network. The Sidewalk Gap & Non-Motorized Program specifically includes projects intended to expand or enhance non-motorized facilities which may improve MMLOS.

FUTURE MULTIMODAL LEVEL OF SERVICE

The 2025 TIP projects were reviewed to assess their impact on future LTS and MMLOS for both sidewalk and bicycle facilities and infrastructure. As discussed in the MMLOS section of the Existing Conditions chapter and as shown in Figure 6, changes in LTS typically result from installation of new

[6] https://sammamishwa.civicweb.net/document/64921/

[7] https://www.sammamish.us/media/1eojx1u5/sammamish-transit-plan-adopted-3-19-24.pdf

pedestrian/bicycle facility in areas with no infrastructure, upgrades to infrastructure by adding buffer/physical separation etc., or modifications to pedestrian/bicycle facility width, roadway speed, traffic volumes, or number of traffic lanes.

To determine what the future LTS and MMLOS for the Bicycle and Pedestrian Priority Network would be, each of the City's identification of 2025 TIP projects was assumed to achieve MMLOS Green and meet LTS guidelines. Based on the project descriptions from the 2025 TIP and the desire to meet MMLOS and LTS Guidelines, the assumed impact of each planned project from the 2025 TIP on pedestrian and bicycle LTS is shown in Table 7 through Table 9, organized by project type/program.

SIDEWALK GAP & NON-MOTORIZED PROGRAM

This program includes certain qualifying criteria for project prioritization as described in the 2025 TIP (Page 7).

The current 2025 TIP evaluation criteria do not account for scoring bicycle facilities. Recommended updates to incorporate bicycle facility scoring are outlined in Chapter 5. The Sidewalk Program criteria, as shown in the 2025 TIP (Page 8), is used to score the projects and the projects with the highest scores are prioritized.

The current program budget, $400,000 per year, typically funds one or two sidewalk projects every two-year budget cycle. This program was developed with the intent to deliver projects quickly to the community, so the projects are smaller in scale and generally focus on filling gaps in the non-motorized network. Many projects included in the Program List in the 2025 TIP stem from community requests or staff observations. The City intends to revisit the programs goals, metrics, and funding allocation recommendation in future six-year plans, as well as update the program based on recommendations from this Plan.

Capital programs were established to improve project delivery efficiency. Projects may be added to the Program List over time, and prioritized not only by scoring, but also by factors such as proximity to other capital investments or projects.

Projects for the 2025-2026 budget cycle are still under consideration and are expected to be selected based on the scoring criteria and available funding. Projects for the 2027-2028 and 2029-2030 budget cycles are anticipated to be advanced based on the next-highest priority scores.

The Sidewalk Gap & Non-Motorized Program is currently being re-evaluated to better address community needs. Updated scoring criteria and metrics recommended in this Plan are intended to assist staff in prioritizing the Program List. The upcoming TMP Update and next Biennium Budget Process are anticipated to evaluate programmatic funding from various sources and opportunities to assist in determining the most appropriate funding level for this program. Given that this program is being re-evaluated and the Program List is likely to evolve; an LTS Impact Table is not provided at this time. It should be noted that each of the top 10 bicycle and pedestrian projects recommended in this Plan are not included in the Sidewalk Program Priority List due to their higher cost.

TRAFFIC, SAFETY, AND NON-MOTORIZED PROJECTS

There are eight traffic, safety, and non-motorized projects of which only four had some funding assigned in the 2025-2030 TIP. These projects are assumed to be completed in the future (2044) non-motorized facility network and the assumed LTS impacts are described in Table 7.

TABLE 7. PLANNED TRAFFIC, SAFETY, AND NON-MOTORIZED PROJECTS' IMPACT TO LTS

PROJECT ID #	PROJECT LOCATION AND EXTENTS	PEDESTRIAN LTS		BICYCLE LTS		PEDESTRIAN LOS		BICYCLE LOS	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TR-100	Flood Mitigation- SE Issaquah-Fall City Road: Endeavor Elementary School to SE Duthie Hill Road	LTS 4	LTS 3	LTS 4	LTS 3	Red	Yellow	Red	Yellow
TR-108	Inglewood Hill Road Sidewalk Gap	LTS 4	LTS 3	LTS 4	LTS 4	Red	Green	Red	Red
TR101/SW-601	Louis Thompson Road Tightline Project	LTS 4	LTS 3	LTS 4	LTS 3	Red	Yellow	Red	Yellow
TR-63	Flood Mitigation 212th Ave SE/SE 14th Pl - SE 18th St	LTS 4	LTS 4	LTS 4	LTS 4	Yellow	Yellow	Red	Red

CONNECTION PROJECTS

Table 8 shows the two planned connection projects that are assumed to be part of the future (2044) non-motorized facility network and the assumed LTS impacts.

TABLE 8. PLANNED CONNECTION PROJECTS' IMPACT TO LTS

PROJECT ID #	PROJECT LOCATION AND EXTENTS	PEDESTRIAN LTS		BICYCLE LTS		PEDESTRIAN LOS		BICYCLE LOS	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TR-126	Northeast Connector Road	N/A	LTS 2	N/A	LTS 2	N/A	Green	N/A	Green
TR-134	6th Street Improvement Project	N/A	LTS 2	N/A	LTS 2	N/A	Green	N/A	Green

CORRIDOR IMPROVEMENT PROJECTS

Table 9 shows the four planned corridor improvement projects that are assumed to be part of the future (2044) non-motorized facility network and their assumed LTS impacts. Corridor plans are intended to guide both near-term and long-term improvements, with a goal of reaching LTS 2 or better. Final design and other factors considered during the corridor planning process will determine the ultimate LTS outcome in the future.

TABLE 9. PLANNED CORRIDOR IMPROVEMENT PROJECTS' IMPACT TO LTS

PROJECT ID #	PROJECT LOCATION AND EXTENTS	PEDESTRIAN LTS		BICYCLE LTS		PEDESTRIAN LOS		BICYCLE LOS	
		EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
TR-115(05)	Sahalee Way NE Corridor Improvements	LTS 4	LTS 2	LTS 4	LTS 2	Red	Green	Red	Green
TR-02/TR-03	Issaquah-Pine Lake Road Corridor Improvements	LTS 4	LTS 2	LTS 4	LTS 2	Yellow	Green	Yellow	Green
TR-18/TR-42	SE 8th/218th Avenue From 212th Avenue To Inglewood Hill Road NE Corridor Improvements	LTS 3	LTS 2	LTS 3	LTS 2	Green	Green	Green	Green
TR-122	SE 32nd/Issaquah Beaver Lake Road Corridor Improvements	LTS 4	LTS 2	LTS 4	LTS 2	Red	Green	Red	Green

REGIONAL PROJECTS

None of the regional projects are funded and therefore were not considered as part of the future (2044) non-motorized facility network.

Figure 15 illustrates the planned 2025-2030 TIP projects assumed to impact the future pedestrian and/or bicycle LTS and LOS assessment as part of the future (2044) non-motorized facility network. Note that the Sidewalk Gap & Non-Motorized Program projects were not incorporated into the figure as the program is under consideration and will be re-evaluated.

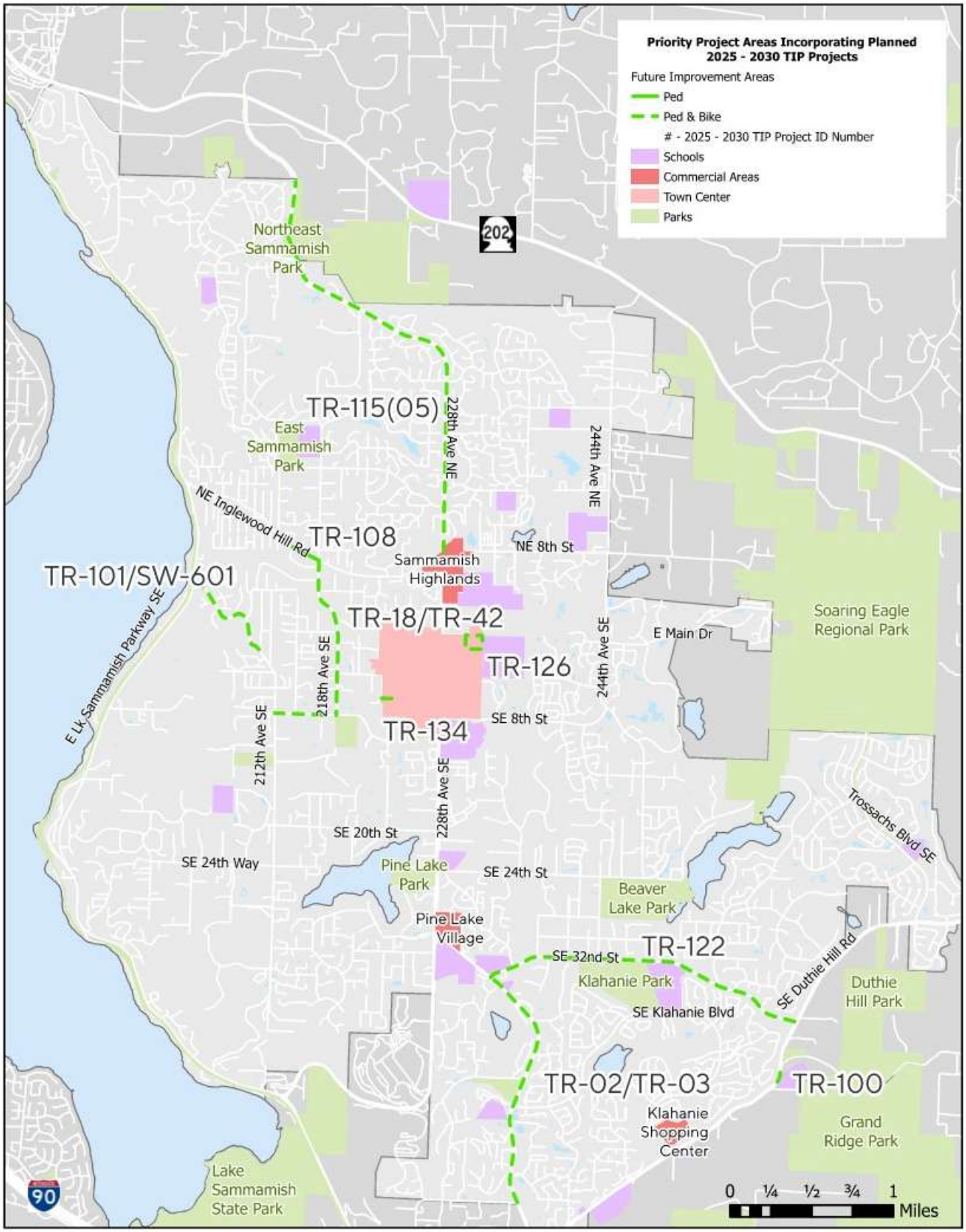


FIGURE 15. PLANNED 2025-2030 TIP PROJECTS WITH IMPACT TO FUTURE LTS/LOS

FUTURE PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS

The future Pedestrian LTS and future Bicycle LTS (incorporating planned 2025-2030 TIP projects) results are then shown citywide in Figure 16 and Figure 17 respectively.

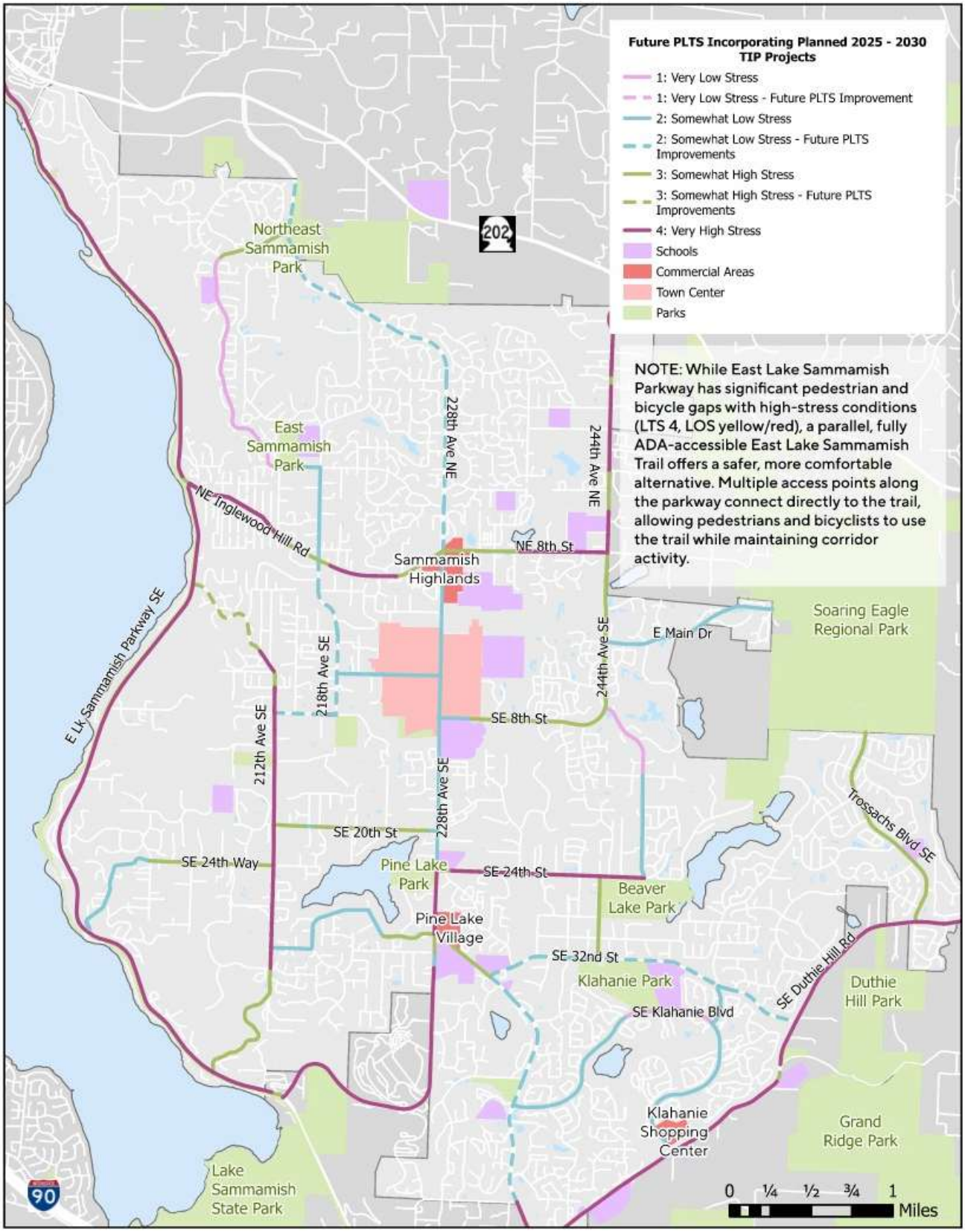


FIGURE 16. FUTURE PLANNED PEDESTRIAN LEVEL OF TRAFFIC STRESS

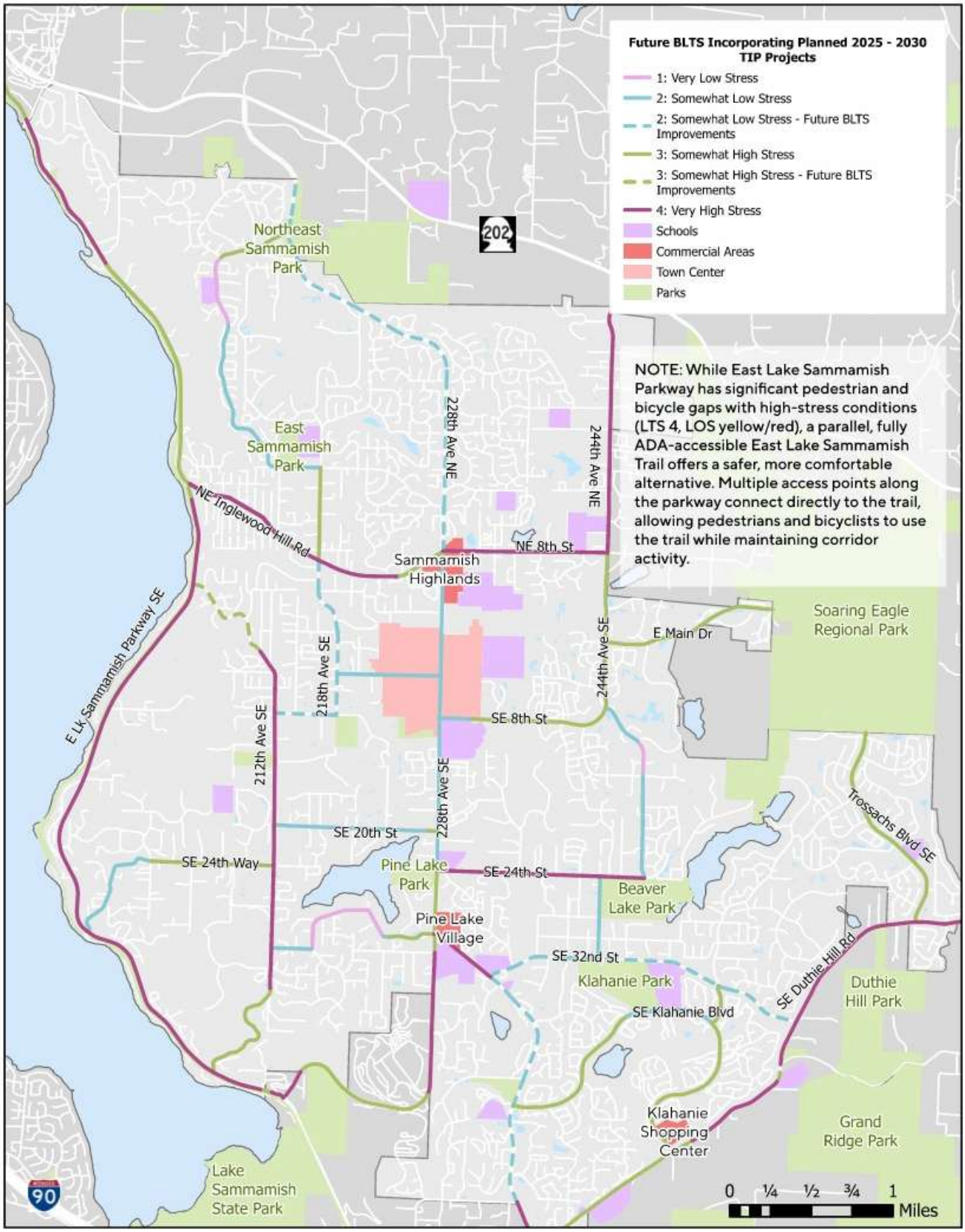


FIGURE 17. FUTURE PLANNED BICYCLE LEVEL OF TRAFFIC STRESS

FUTURE PEDESTRIAN AND BICYCLE LEVEL OF SERVICE

Future Pedestrian Level of Service and future Bicycle Level of Service (incorporating planned and funded 2025-2030 TIP projects) results are shown in Figure 18 and Figure 19, respectively.

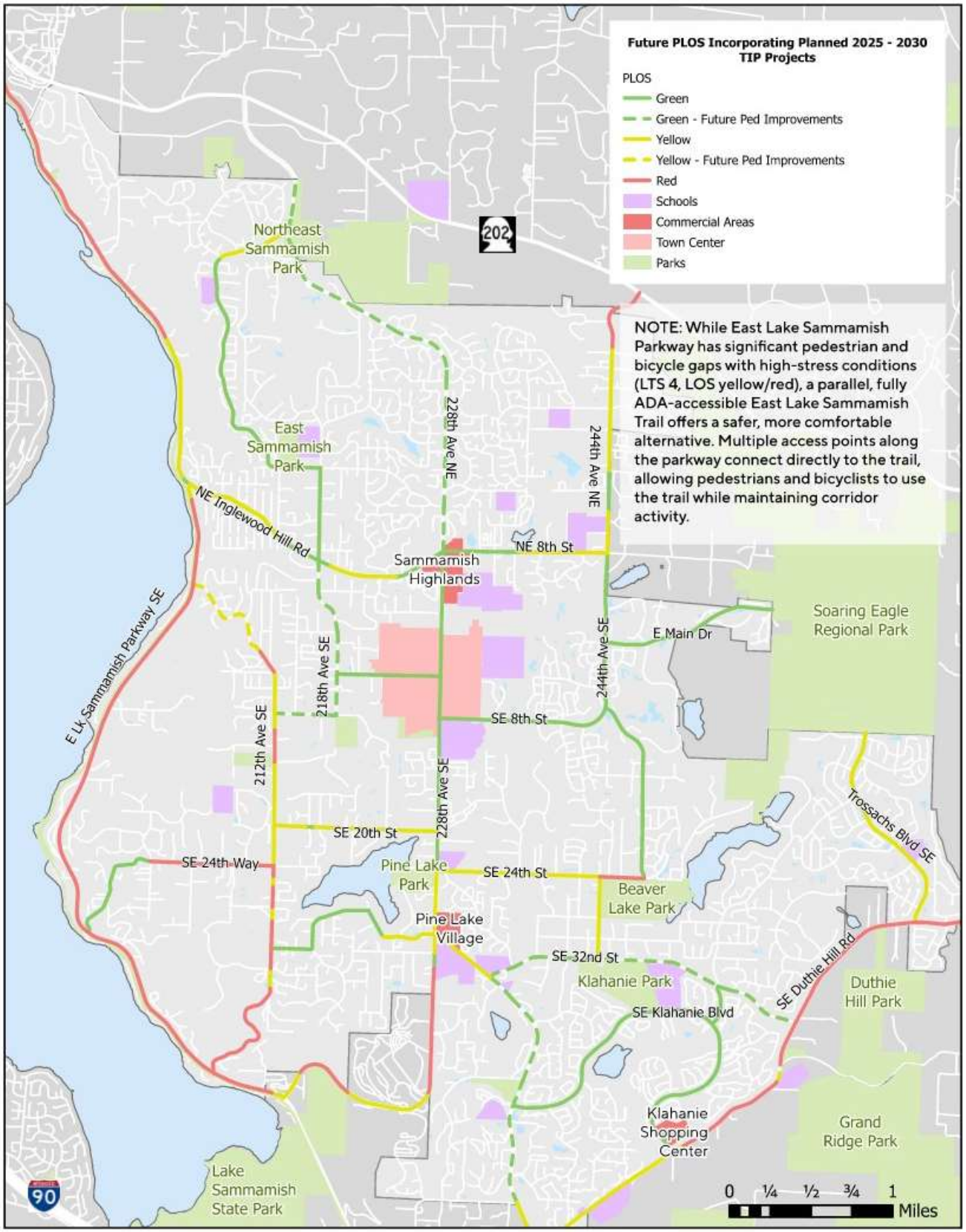


FIGURE 18. FUTURE PLANNED PEDESTRIAN LEVEL OF SERVICE

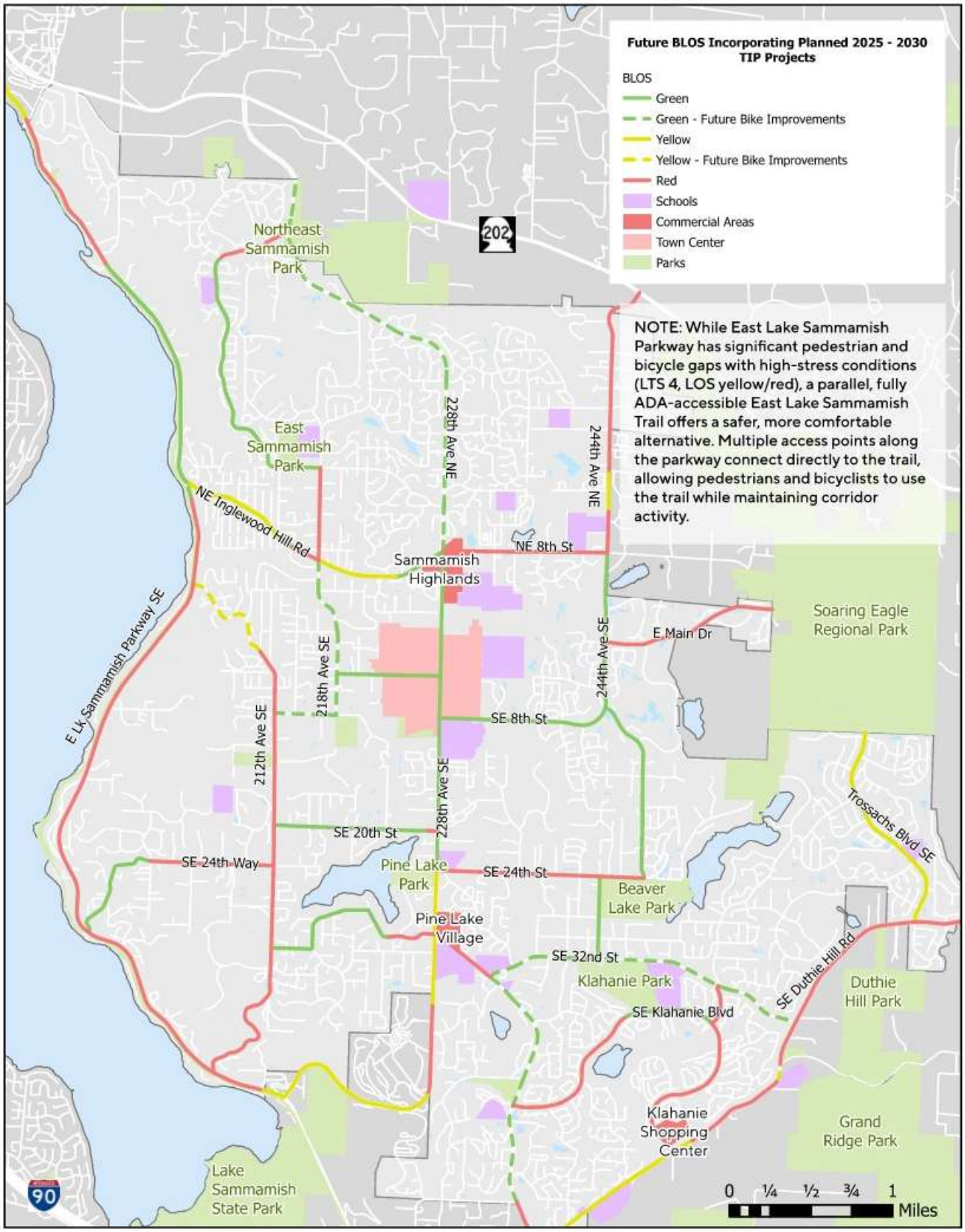


FIGURE 19. FUTURE PLANNED BICYCLE LEVEL OF SERVICE

GAP ANALYSIS

A gap analysis of future pedestrian and bicycle facilities along the Bicycle and Pedestrian Priority Network was conducted to identify missing, inadequate, or disconnected segments after incorporation of the funded and planned 2025-2030 TIP projects as assumed to be complete by 2044. Figure 20 and Figure 21 represent the future sidewalk and bike lane gaps, respectively, along the Bicycle and Pedestrian Priority Network. As in existing conditions, while East Lake Sammamish Parkway appears as a gap in both the sidewalk and bicycle networks, the City's focus is on improving access to the parallel East Lake Sammamish Trail as the way to address mobility needs along the corridor.

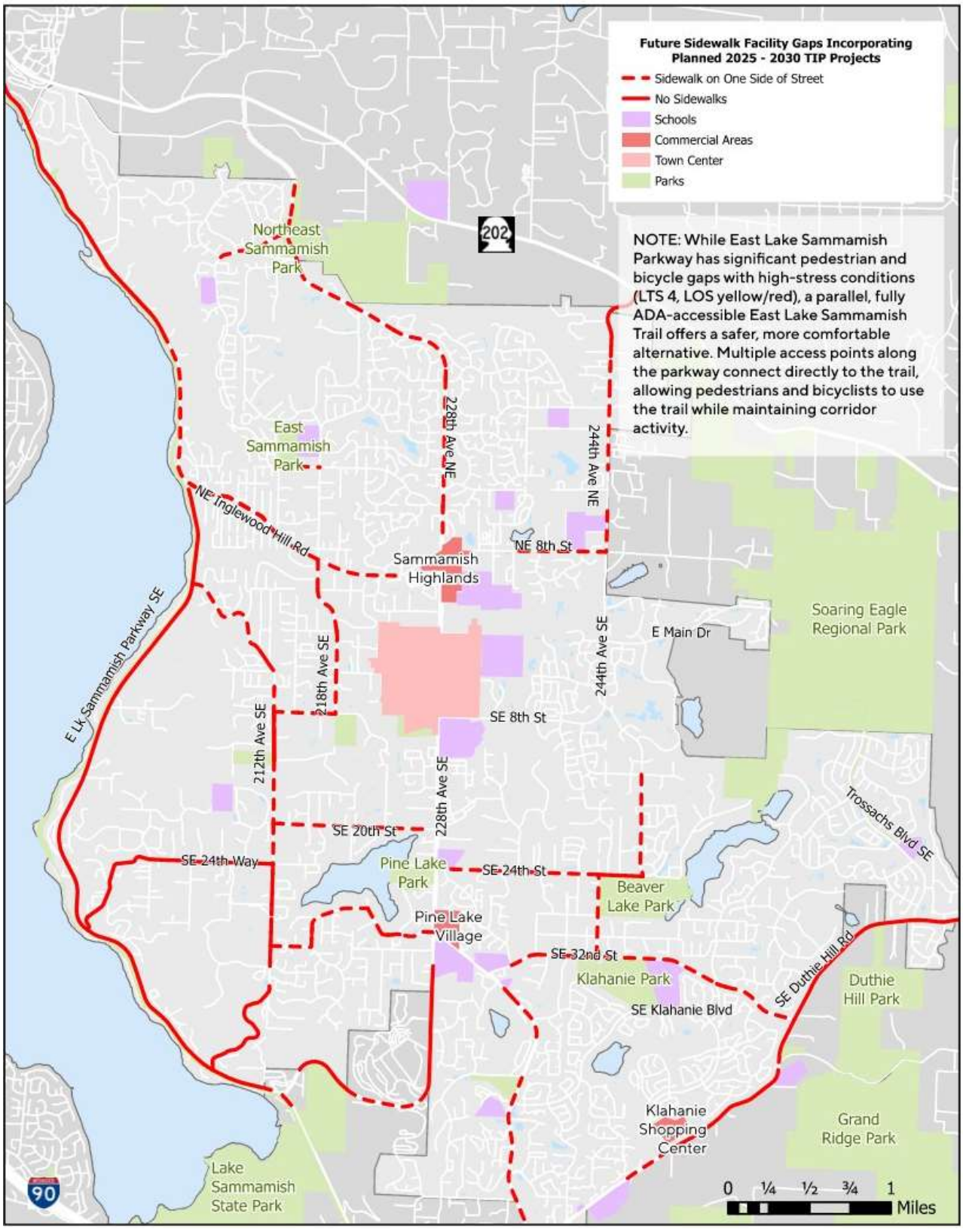


FIGURE 20. SIDEWALK GAPS ALONG THE PEDESTRIAN PRIORITY NETWORK INCORPORATING PLANNED 2025-2030 TIP PROJECTS

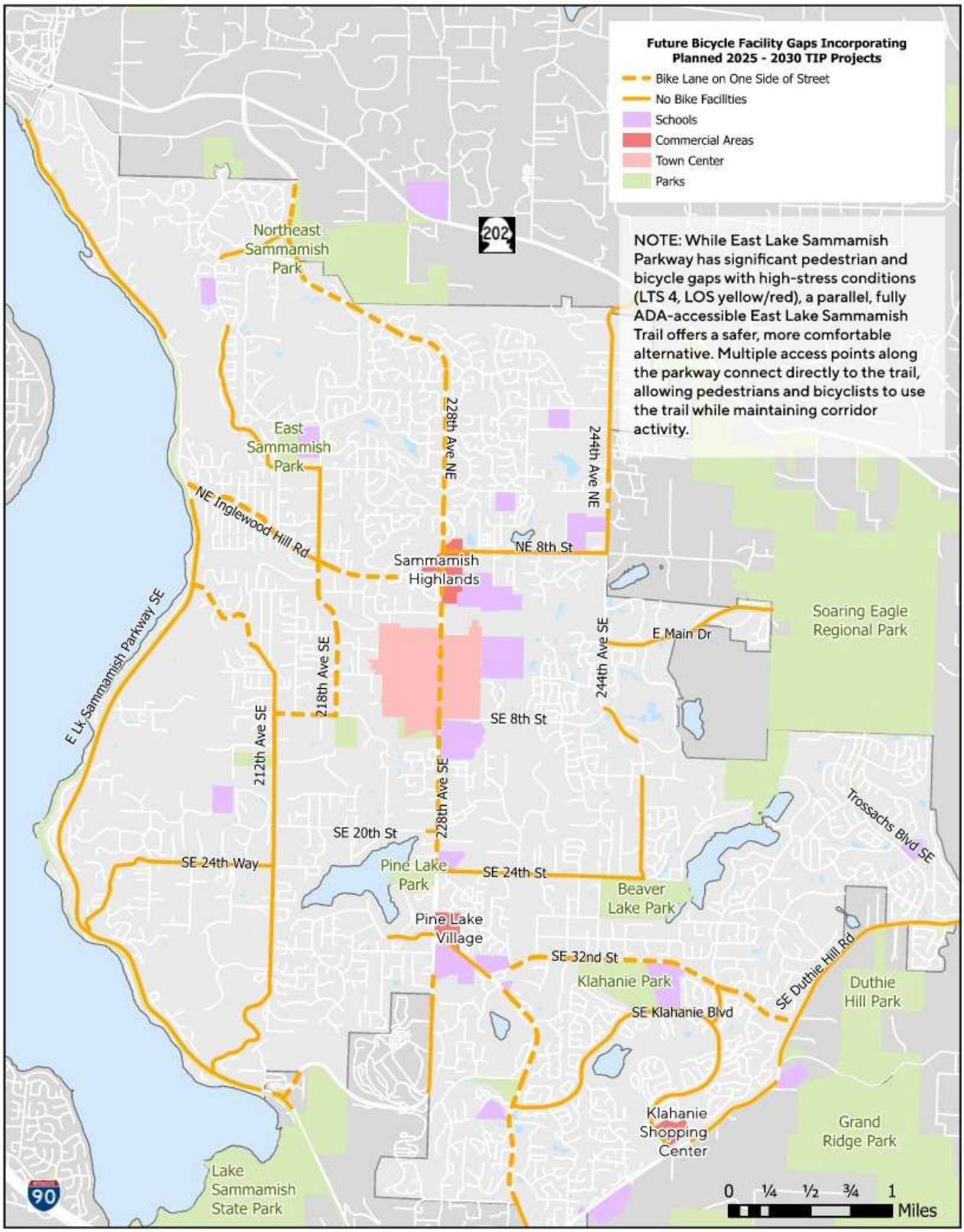


FIGURE 21. BICYCLE FACILITY GAPS ALONG THE BICYCLIST PRIORITY NETWORK INCORPORATING PLANNED 2025-2030 TIP PROJECTS

Chapter 4: Public Outreach

The primary outcome of the Plan is a list of implementable projects aimed at enhancing pedestrian and bicycle access and infrastructure to provide a safe, connected, and efficient walking/rolling and biking network in Sammamish. To support alignment with community objectives, the project team gathered public input through two community workshops, a dedicated project website, an online comment mapping tool, and two City staff workshops. Summaries of each public engagement initiative can be found in the sections below.

The project website (shown in Figure 22) was a crucial tool for keeping the community informed about project progress. Regular updates and finalized reports, along with avenues for contributing ideas, were made available on the website. Both the project website and the public workshop were promoted on the City's official social media pages and newsletters. Ultimately, public input played an important factor in shaping the project list. Below describes key public outreach efforts in more detail.

FIGURE 22. PROJECT WEBPAGE

COMMUNITY WORKSHOPS

FIGURE 23. POSTERS FOR COMMUNITY ENGAGEMENT AND WORKSHOPS PROMOTION

COMMUNITY WORKSHOP #1

On February 26, 2025, the City hosted an in-person and online community workshop with the objective of seeking input on improving safety and connections throughout Sammamish. The workshop consisted of a short presentation introducing the project goals and objectives, project schedule, existing conditions, a short demonstration on how to use the interactive comment map via Social Pinpoint, and the use of a large display map of the City where participants were encouraged to include notes on areas where they had opinions about safety and connections. The presentation was followed by a Q&A session. A total of 15 people attended the workshop. Figure 23 illustrates the posters used to promote the community engagement and workshops.

COMMUNITY WORKSHOP #2

On July 16, 2025, the City hosted an in-person and online community workshop to share the recommendations for the Plan. The workshop consisted of a short presentation revisiting the project goals and objectives and project schedule, and sharing community feedback, future conditions, facility recommendations, and policy recommendations with a Q&A at the end. A total of 11 people attended the workshop.

In summary, the community workshops successfully engaged the attendees. Through informative presentations and interactive discussions, the workshop achieved its goal of gathering valuable insights from the community, ultimately steering the Plan towards a more inclusive and community-driven future. Both workshops were recorded and made available for viewing on the Plan's project webpage located on the City's website.

PROJECT WEBSITE INTERACTIVE MAP

An interactive comment mapping site called Social Pinpoint was shared via the project webpage on the City's website, offering a user-friendly platform for community engagement. This map enabled community members to easily provide feedback and share project ideas. The purpose of the interactive map was to allow residents the opportunity to give input on areas throughout the city which they believe could use improvements. The interactive map was live between February 19 and March 21, 2025. The feedback collected was used to inform improvements to walking/rolling and biking in Sammamish.

To encourage community engagement, the City announced the launch of the interactive map on social media and through the City's newsletter, reached out to numerous community groups, school districts, homeowner's associations, City commissions, local religious groups, and social services organizations. Flyers were also posted around the city to spread the word about the interactive comment map.

The summary below outlines key findings and common themes from feedback gathered through the interactive map and workshop. Appendix D contains the public outreach responses.

Participants

The map as shown in Figure 24 collected 264 posts from 110 contributors, with 17 comments coming from in-person community workshop #1. Contributors also placed 537 upvotes, indicating support or agreement with comments shared by other community members. 67.8% of participants reside in the 98074 zip code, which covers Sammamish, while 12.5% are from the 98075 zip code, representing the Klahanie neighborhood. Less than 20% of participants identified with other zip codes.

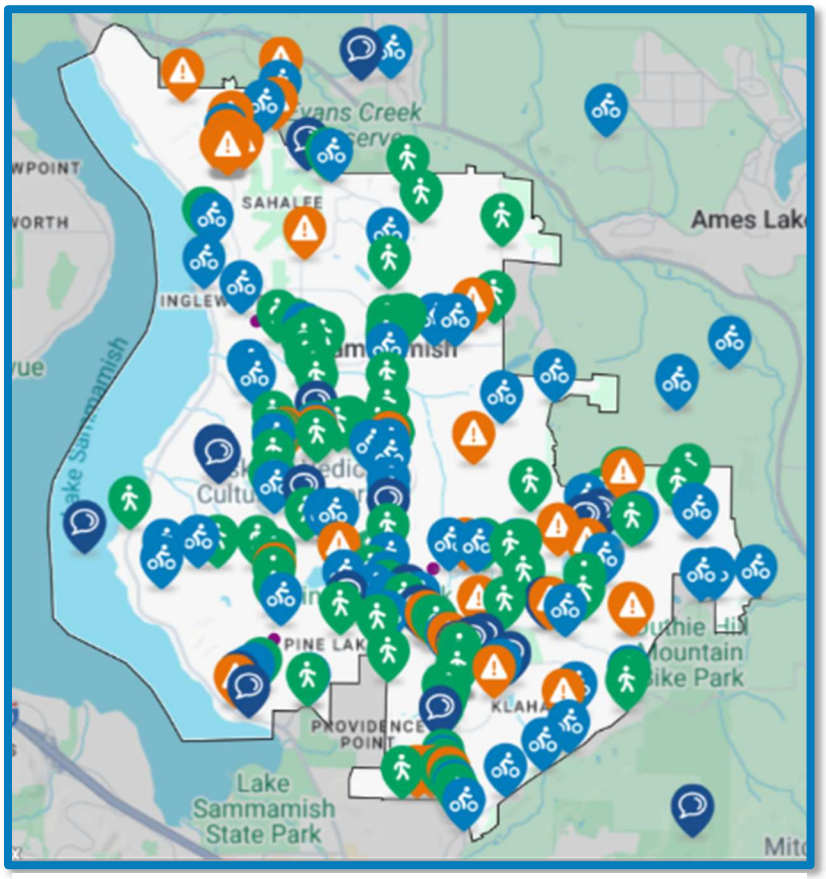


FIGURE 24. INTERACTIVE MAPPING TOOL

Feedback Themes

Several key themes emerged from the comments, with a strong focus on pedestrian facility improvements and the desire for additional facilities. Many participants called for the addition or improvement of sidewalks, particularly on roads like 228th Avenue SE, Issaquah Pine Lake Road, and Inglewood Hill Road, where sidewalks are often narrow or missing. Crosswalks were

another frequent request, at intersections such as 212th Avenue SE and SE 8th Street, along with speed tables and pedestrian signals.

Bicycle facility improvements also received significant attention, with calls for clearer lane markings, bike lanes, and signage to enhance cycling routes, particularly on roads like SE Duthie Hill Road and 228th Avenue SE. Areas that received a high volume of comments for both pedestrian and bicycle facility improvements include Issaquah-Pine Lake Road SE near SE 48th Street and SE 37th Place, 228th Avenue SE between SE 30th Street and NE 8th Street, 205th Place NE near Timberline Ridge Park, and 212th Avenue SE between SE 8th Street and East Lake Sammamish Parkway.

Pedestrian Comments

The community submitted a total of 101 comments related to pedestrian facilities, accounting for 38% of all comments received. The most upvoted suggestion called for completed sidewalks along E Beaver Lake Drive SE near SE Belvedere Way. Other upvoted comments included creating a pedestrian connection between the Williams Pipeline Trail and the Evans Creek Preserve trail system as well as adding crosswalks at the intersection of 216th Avenue SE and SE 20th Street.

FIGURE 25. COMMUNITY WORKSHOP PRESENTATION

A significant number of pedestrian comments focused on the intersection of 216th Avenue SE and NE Inglewood Hill Road, with many advocating for sidewalks south of the intersection and additional crosswalks along NE Inglewood Road. Another area with a high volume of comments was near NE 8th Street and 228th Avenue NE, where participants requested brighter flashing beacons, better-lit crosswalks and wider sidewalks. Issaquah-Pine Lake Road SE, particularly near SE 48th Street, also generated several comments, with suggestions for pedestrian connections to nearby commercial areas, new sidewalks and improved speed enforcement. Finally, multiple participants highlighted the intersection of Issaquah-Pine Lake Road SE and SE 40th Place, advocating for pedestrian crossings to improve access to transit stops as well as 212th Avenue SE, where many requested new crosswalks and sidewalks.

Bicycle Comments

Contributors submitted 72 comments on bicycle facilities, making up 27% of all comments received. The most upvoted suggestions called for increased width and protection along the bike lane on NE Inglewood Hill Road, a fully separated or protected bike lane along Trossachs Boulevard and a two-way cycling path along Beaver Lake Way SE. Other upvoted ideas included converting underutilized street parking into a two-way bike path connecting Soaring Eagle Reginal Park downtown Sammamish, upgrading bicycle infrastructure on the bridge over North Fork Issaquah Creek along SE Issaquah-Fall City Road and adding protection to the bike lane along SE Issaquah-Fall City Road.

FIGURE 26. COMMUNITY WORKSHOP STATION

A significant number of comments highlighted SE Duthie Hill Road near Trossachs Boulevard SE, recommending signage to indicate that bicyclists share the road, pavement repairs along the bike path and wider shoulders. Several commenters also focused on 228th Avenue SE, advocating for protected bike lanes, bike connections to intersecting streets like NE 8th Street, improved crossings and clearer signage for the shared-use sidewalk. Multiple comments expressed support for the bike lane along SE 20th Street and called for a bike lane along SE 24th Way between East Lake Sammamish Parkway and 204th Ave SE, citing concerns about the curving, uphill roadway.

Safety Concerns

Participants submitted a total of 68 safety concerns, representing 26% of all comments received. The most upvoted suggestions focused on pedestrian crossings at the intersection of NE 37th Way and 205th Place NE. Many contributors called for flashing beacons to alert drivers when the crosswalk is in use. Other highly supported comments pointed out that drivers often ignore stop signs at this intersection. Additional concerns included vehicle queuing along 205th Place NE for school pick-up, which reduces pedestrians' visibility of oncoming vehicles.

FIGURE 27. PUBLIC ENGAGEEMNT AT WORKSHOPS

In addition to receiving a high number of upvotes, the intersection of NE 37th Way and 205th Place NE also had the highest volume of comments in this category. Other areas frequently mentioned included the intersection of 262nd

Avenue SE and SE 33rd Street, where commenters requested sidewalks in the Tibbets Station neighborhood and a stop sign. SE 8th Street between 212th Avenue SE and 214th Avenue SE was another area mentioned by multiple commenters, with many highlighting the absence of sidewalks. Additionally, feedback focused on Issaquah-Pine Lake Road SE between SE 32nd Way and SE 37th Place, including requests for improved bicycle facilities, marked crosswalks, and updated signage for bicyclists near SE 32nd Way.

Other Comments

Other comments represented 9% of all feedback received. Within this category, several suggestions drew support from multiple contributors. Examples included observations about roadway design, requests for new trail or park connections such as between SE 8th Street and Ebright Park, or 208th Avenue SE via a bridge over Ebright Creek.

Other suggestions incldued interest in collaborating with Cascade Bicycle Club on bicycle facility design. While these ideas received some upvotes, no single topic generated a high volume of feedback in this category.

CITY WORKSHOPS

FIGURE 28. CITY WORKSHOP PRESENTATION

CITY WORKSHOP #1

On December 11, 2024, the project team conducted a project kick-off workshop with City staff to review project goals and objectives, scope, and schedule for the Plan to support collective coordination across departments. Participants included staff from the Community Development Department, Public Works, Parks and Recreation Department, and the City Manager's Office. The discussion included the MMLOS concept from the TMP and how it would be updated in this Plan, the public outreach approach, data collection needs, and safety analysis. The meeting concluded with an open forum for City staff to share their thoughts and concerns.

CITY WORKSHOP #2

On April 22, 2025, a workshop was conducted and led by the project team to present facility recommendations, policy recommendations, and updated prioritization criteria to City staff. These were developed through a comprehensive review of local, regional, state, and national policies, design standards, and implementation strategies, as described in Chapter 5. Following the presentation, an open discussion was held to gather input and feedback from staff. This feedback was incorporated into the updated recommendations.

Both workshops provided City staff with opportunities to share feedback, which directly shaped the final recommendations and the list of top priority projects. Throughout the project, City staff presented updates to the Planning Commission (May 1, 2025), Sustainability Commission (May 8, 2025), Parks and Recreation Commission (June 4, 2025), and City Council, ensuring the community and elected officials were informed and engaged at key milestones. Figure 28 depicts the City workshop presentation.

KEY TAKEAWAYS

Based on the public outreach themes and comments, the following feasible takeaways were incorporated into the development process of the proposed projects described in Chapter 6:

- Prioritze 228th Avenue SE (between SE 30th Street and NE 8th Street), Issaquah-Pine Lake Road SE (near near SE 48th Street and SE 32nd Way), and 212th Avenue SE (between SE 8th Street and East Lake Sammamish Parkway) for both pedestrian and bicycle improvements
- Prioritize Inglewood Hill Road for sidewalk improvements
- Enhance pedestrian facilities near NE 8th Street and 228th Avenue NE intersection, as well as along 212th Avenue SE
- Better bicycle facilities along SE Duthie Hill Road
- Prioritize wayfinding and signage improvements on 228th Avenue SE.
- Prioritize new trail or park connections between SE 8th Street and Ebright Park

In addition to public outreach, the project team evaluated a range of factors outlined in Chapter 6 that informed the final project list. As a result, some takeaways noted above were adjusted in scope to address unmet needs, with community input considered alongside other criteria. While some projects emerged as common themes during outreach, they did not rank as top priorities in the evaluation process for the reasons detailed in Chapter 6.

Chapter 5: Policy Recommendations

To inform the development of bicycle and pedestrian facility and programmatic recommendations for the City of Sammamish, a comprehensive review of relevant local, regional, state, and national policies, design standards, and implementation strategies was conducted. This effort supports the establishment of updated facility standards, high-level crosswalk policies, micromobility integration, and prioritization strategies that reflect both best practices and the unique needs of Sammamish.

PEER CITY REVIEW

A comparative policy and infrastructure review was conducted using a selected set of Washington cities with similar demographic, or development characteristics. These included Bellingham, Mercer Island, Tacoma, Issaquah, and Bellevue. Areas of focus during this peer review included:

- ***Bicycle and pedestrian facility design standards***
- ***Regulation and accommodation of emerging micromobility modes such as e-bikes and e-scooters***
- ***Crosswalk installation, spacing, and safety evaluation policies***

This benchmarking exercise identified innovative and scalable practices that have been successfully implemented elsewhere in the state. Lessons learned from these examples offer actionable insights for adapting solutions to the Sammamish context, particularly regarding infrastructure suitability, enforcement, and public acceptance.

LOCAL POLICY AND PLAN REVIEW

In addition to external references, existing City of Sammamish policies and plans were closely reviewed to promote internal consistency and practicality of implementation. These included:

- 2016 Sammamish Public Works Standards
- Sammamish Transportation Master Plan
- Sammamish Comprehensive Plan, specifically the circulation and mobility elements
- Sammamish Municipal Code, including provisions related to active transportation and micromobility regulations
- Sammamish Parks, Recreation and Open Space (PROS) Plan
- Sammamish Climate Action Plan

STATE AND NATIONAL POLICY INTEGRATION

To support alignment with broader frameworks and funding eligibility requirements, the policy development process incorporated guidance from a range of state and federal sources. These included:

- **WSDOT Design Manual (September 2024 edition):** Provided core guidance on LTS analysis, required dimensions, ADA accessibility, and safety treatments.
- **WSDOT Active Transportation Plan:** Offered strategic direction on multimodal connectivity, system equity, and infrastructure investment.
- **Revised Code of Washington (RCW) legislative policies:** Provided governance context for the use and classification of micromobility devices including e-bikes and e-scooters.
- **Federal Highway Administration (FHWA) guidance:** Informed the selection of pedestrian and bicycle safety countermeasures, particularly regarding road crossing points.
- **Institute of Transportation Engineers (ITE) practices:** Guided evaluation criteria for crosswalk placement, spacing, and effectiveness based on pedestrian activity and roadway conditions.

FACILITY RECOMMENDATIONS FRAMEWORK

The resulting recommendations align with WSDOT's most recent pedestrian and bicycle LTS guidance and respond to Sammamish's pedestrian and bicycle infrastructure needs. These roadway facilities recommendations are intended to inform the identification of up to 10 prioritized bicycle and pedestrian planning-level projects.

ROADWAY FACILITY RECOMMENDATIONS – PEDESTRIANS FACILITIES

Table 10 below provides guidance for pedestrian facility recommendations based on WSDOT LTS guidance on roadway classification, posted speed, average daily traffic (ADT), and number of lanes in each direction. These recommendations are tied to the Pedestrian Level of Traffic Stress (PLTS) guidelines established in the TMP, with the goal of ideally achieving PLTS 2 for Principal and Collector Arterials and PLTS 3 for Minor Arterials**.**

TABLE 10. ROADWAY FACILITIES RECOMMENDATIONS – PEDESTRIAN FACILITIES RECOMMENDED TO ACHIEVE LTS 1/2/3

Roadway Facility	Speed	ADT	Number of Lanes in Each Direction of Roadway	PLTS	Recommendation[1]
PRINCIPAL ARTERIAL ROADWAYS	>35 mph	>6000	1 lane per direction	LTS 3	5'-7.5' sidewalk with no buffer[2]
			1 or 2 lanes per direction	LTS 2	Sidewalk 8' or wider with no buffer
					Sidewalk separated by physical separation[3]
MINOR ARTERIAL ROADWAYS	30 mph	>6000	1 lane per direction	LTS 3	Minimum striped 2' shoulder[4]
				LTS 2	5'-7.5' sidewalk with no buffer
					Sidewalk 8' or wider with no buffer
					Sidewalk separated by physical separation
	>35 mph	3000-6000		LTS 3	5'-7.5' sidewalk with no buffer
				LTS 2	Sidewalk 8' or wider with no buffer
		>6000			Sidewalk separated by physical separation

Roadway Facility	Speed	ADT	Number of Lanes in Each Direction of Roadway	PLTS	Recommendation[1]
COLLECTOR ARTERIAL ROADWAYS	25 mph	0-3000	1 lane per direction	LTS 2	Minimum striped 2' shoulder
				LTS 1	5'-7.5' sidewalk with no buffer
					Sidewalk 8' or wider with no buffer
					Sidewalk separated by physical separation
		>3000	1 or 2 lanes per direction	LTS 3	Minimum striped 2' shoulder
				LTS 2	5'-7.5' sidewalk with no buffer
					Sidewalk 8' or wider with no buffer
					Sidewalk separated by physical separation
	30 mph	0-3000	1 lane per direction	LTS 2	Sidewalk 8' or wider with no buffer
				LTS 1	Sidewalk separated by physical separation
				LTS 3	Minimum striped 2' shoulder
		3000-6000		LTS 2	5'-7.5' sidewalk with no buffer
					Sidewalk 8' or wider with no buffer
					Sidewalk separated by physical separation
	>35 mph	3000-6000		LTS 3	5'-7.5' sidewalk with no buffer
				LTS 2	Sidewalk 8' or wider with no buffer
		>6000			Sidewalk separated by physical separation

NOTE: This table was developed based on WSDOT Design Manual (September 2024 edition), Page 1510-3, Exhibit 1510-1 to Exhibit 1510-3

[1] A shared-use path that meets the requirements of Chapter 1515 of the WSDOT Design Manual satisfies the requirements of an LTS 2 or better facility for both bicyclists and pedestrians

[2] Buffer typically (2-4 feet wide) consists of planter strips and/or street trees, marked parking lanes adjacent the curb, separated bike lanes (but not conventional bike lanes), or strips between the curb and sidewalk that use a non-walkable surface such as patterned concrete or loose stone. Many buffers include combinations of these treatments.

[3] Physical separation typically consists of either a planting strip or other constructed buffer strip, a separated bicycle lane, a parking lane, or traffic barrier. Note that a roadway shoulder or a conventional bicycle lane are not considered physical separation.

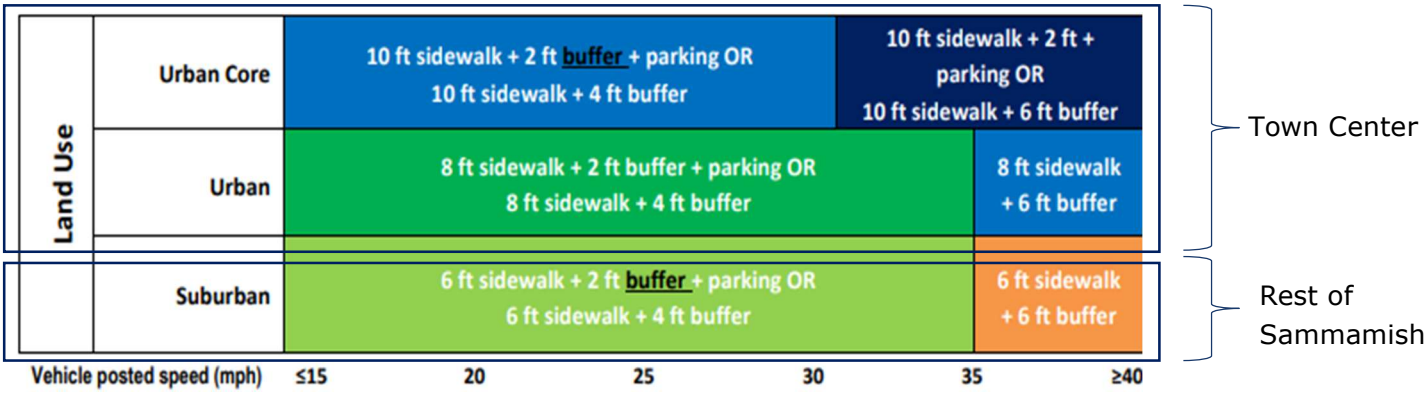
[4] Minimum Width for Shoulder = 2 feet

Sidewalk and Buffer Widths Guidance

The facility recommendations mentioned in Table 10 follow the sidewalk and buffer width guidance provided in the WSDOT Design Manual (September 2024 edition). Figure 29 shown below provides minimum recommended dimensions for sidewalk and buffer widths based on land use context and posted vehicle speeds per WSDOT's Design Manual. These values serve as the minimum allowable dimensions. If the facility recommendations outlined in Table 10 specify greater widths, those dimensions are recommended to be used.

This guidance provides consistency with state-level standards while accommodating local flexibility. Figure 29 differentiates between three land use contexts: Urban Core, Urban, and Suburban, each paired with applicable sidewalk and buffer standards:

- Urban Core and Urban contexts are most relevant within Sammamish's Town Center, where higher density, greater multimodal demand, and pedestrian-oriented development are anticipated. These areas benefit from wider sidewalks and buffers to support higher pedestrian volumes, transit access, and street-level activity.
- The Suburban context applies to the rest of Sammamish, which consists largely of lower-density residential neighborhoods with less intense pedestrian and commercial activity. Sidewalks and buffers in these areas are still critical for safety and access but are sized more conservatively given expected use.



Source: WSDOT Design Manual, Page 1510-16, Exhibit 1510-9
Note: Minimum Sidewalk Width is 5 feet
Desirable Sidewalks - Wider sidewalks on major arterials, in central business districts, and along parks, schools, and other major pedestrian generators

FIGURE 29. SUGGESTED MINIMUM SIDEWALK AND BUFFER WIDTHS

Relevant Pedestrian Facilities Examples

To illustrate recommended pedestrian infrastructure types for the City of Sammamish, the following examples provide visual references of common and context-sensitive sidewalk designs.

Figure 30 and Figure 31 illustrate relevant examples of sidewalks with buffers between the sidewalk and roadway.

FIGURE 30. SIDEWALK WITH BUFFER IN SAMMAMISH, WA

FIGURE 31. SIDEWALK WITH BUFFER IN DUVALL, WA

Figure 32 and Figure 33 illustrate relevant examples of sidewalks with physical separation often through a grade or barrier separation from adjacent roadways or bike lanes.

FIGURE 32. SIDEWALK WITH PHYSICAL SEPARATION (SEPARATED BIKE LANE) IN REDMOND, WA

FIGURE 33. SIDEWALK WITH PHYSICAL SEPARATION IN ISSAQUAH, WA

ROADWAY FACILITY RECOMMENDATIONS – BICYCLE FACILITIES

Table 11 below outlines recommended bicycle facility types based on roadway classification, posted speed, average daily traffic (ADT), and number of lanes in each direction. These recommendations are intended to align with the Bicycle Level of Traffic Stress (BLTS) guidelines established in the TMP with the goal of achieving BLTS 2 for Principal and Collector Arterials and BLTS 3 for Minor Arterials.

TABLE 11. ROADWAY FACILITIES RECOMMENDATIONS – BICYCLE FACILITIES RECOMMENDED TO ACHIEVE LTS 1/2/3

Roadway Facility	Speed	ADT	Number of Lanes in Each Direction of Roadway	BLTS	Recommendation[1]
Principal Arterial Roadways	>35 mph	>6000	1 or 2 lanes per direction	LTS 3	Conventional Bike Lanes (5’ or greater)
					Buffered Bike Lanes (minimum 2’ buffer / greater than or equal to 7 feet total)*
				LTS 2	Separated Bicycle Lane
Minor Arterial Roadways	30 mph	>6000	1 lane per direction	LTS 3	Bikes in mixed traffic (no bicycle facility)
				LTS 2	Conventional Bike Lanes (5’ or greater)
					Buffered Bike Lanes (minimum 2’ buffer / greater than or equal to 7 feet total)
					Separated Bicycle Lane
	35 mph	>3000		LTS 3	Conventional Bike Lanes (5’ or greater)
					Buffered Bike Lanes (minimum 2’ buffer / greater than or equal to 7 feet total)
				LTS 2	Separated Bicycle Lane
Collector Arterial Roadways	25 mph	0-3000	1 lane per direction	LTS 2	Bikes in mixed traffic (no bicycle facility)
				LTS 1	Conventional Bike Lanes (5’ or greater)
					Buffered Bike Lanes (minimum 2’ buffer / greater than or equal to 7 feet total)
					Separated Bicycle Lane
		>3000	1 or 2 lanes per direction	LTS 3	Bikes in mixed traffic (no bicycle facility)
				LTS 2	Conventional Bike Lanes (5’ or greater)
					Buffered Bike Lanes (minimum 2’ buffer / greater than or equal to 7 feet total)
					Separated Bicycle Lane

Roadway Facility	Speed	ADT	Number of Lanes in Each Direction of Roadway	BLTS	Recommendation[1]
Collector Arterial Roadways	30 mph	0-6000	1 lane per direction	LTS 3	Bikes in mixed traffic (no bicycle facility)
				LTS 2	Conventional Bike Lanes (5' or greater)
					Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)
				LTS 1	Separated Bicycle Lane
	>35 mph	>3000		LTS 3	Conventional Bike Lanes (5' or greater)
					Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)
				LTS 2	Separated Bicycle Lane

NOTE: This table was developed based on WSDOT Design Manual (September 2024 edition), Page 1520-8, Exhibit 1520-5 to Exhibit 1520-8

[1] A shared-use path that meets the requirements of Chapter 1515 of the WSDOT Design Manual satisfies the requirements of an LTS 2 or better facility for both bicyclists and pedestrians. Shared use paths are also another option for providing physical separation from traffic.
All pedestrian and bicycle facilities including alternative routes such as trails and local streets are recommended to be ADA compliant
The width of a bicycle lane with a buffer (e.g., buffered bike lanes and separated bike lanes) does not include the width of the buffer.

Roadway Bike Facilities Guidance

The table presented below (Table 12) outlines minimum and preferred design standards for four types of on-street bicycle facilities: Conventional Bike Lanes (CBL), Buffered Bike Lanes (BBL), Separated Bike Lanes (SBL) and Shared Use Paths (SUP). These design guidelines are consistent with the WSDOT Design Manual (September 2024 edition) and serve as the basis for the bike facility recommendations included in this Plan.

The purpose of presenting these specifications is to guide Sammamish's future bicycle infrastructure investments so they are both context-sensitive and compliant with the latest state-level design best practices. The dimensions provided in this table represent minimum allowable widths for both bike lanes and buffers. Wider facilities are encouraged where feasible, especially in areas of high demand or where safety concerns are more prominent.

- ***Conventional Bike Lane (CBL):*** These facilities have a paint stripe, signing, and pavement markings to provide a clear indication to bicyclists and drivers about the purpose of the facility. Where on-street parking is present, a CBL is always located between the parking lane and the vehicular travel lane.
- ***Buffered Bike Lane (BBL):*** Similar to CBLs, except they also provide a painted buffer to improve rider comfort and provide the benefit of having greater space between cyclists and motor vehicle traffic.

- ***Separated Bike Lane (SBL):*** These facilities provide a painted buffer, but also include vertical elements to further improve rider comfort and improve the buffer's visibility and the driver's awareness of the buffer
- ***Shared Use Path:*** These paths are separate from the street and are designed to accommodate two-way use by pedestrians and bicyclists.

TABLE 12. BIKE FACILITIES WIDTHS AND BUFFERS

Bike Facility	Facility Width	Buffer Width
Conventional Bike Lane (CBL)	**Minimum width:** 5 feet (not including gutter pan where present) **Minimum width when posted speed is > 30 mph; bike lane is either adjacent to vehicle parking or a sharp pavement drop off, or when higher than 6,000 vehicles per day or 5% heavy trucks:** 6 feet not including gutter pan **Desirable width:** 7 feet (WSDOT Design ATP) in areas with existing or expected high bicycle use, measured between the edge of the nearest travel lane and the face of the gutter pan, or the face of curb in the absence of a gutter pan	**No buffer.** 6-8-inch-wide solid white stripe between CBL and motor vehicle lane
Buffered Bike Lane (BBL)	**Minimum width:** 5 feet (not including gutter pan where present) **Preferred width:** 6 feet width for the bike lane from the edge of the road, edge of the parking lane, edge of the gutter, or face of curb in the absence of a gutter.	Provide two solid lines between the motor vehicle lane and bike lane, spaced a minimum of 2 feet apart with diagonal white cross hatching within the buffer **3 feet or greater buffer width:** Stripe the buffer with chevron markings. If locating the buffered bike lane between a parking lane and a travel lane, consider providing a minimum 3-foot buffer on the parking lane side of the bike lane and 2-foot on the travel lane side with dashed markings to allow drivers to cross the bike lane
Separated Bike Lane (SBL)	**Minimum width:** 5 feet (not including gutter pan where present) **Preferred width:** 6 feet width for the bike lane measured between the inside edge of the buffer and the face of the gutter pan, or the face of curb in the absence of a gutter pan. **7-foot or wider bike lanes:** In areas that require seasonal snow removal **2-way separated bike lanes minimum width**: 10 feet. Dashed yellow centerline through the middle of the bike lane to designate directional lanes.	Includes a vertical element in the buffer area between the bike lane and motor vehicle traffic **Minimum buffer:** 2 feet, 3-feet if adjacent to parking By incorporating vertical features into the buffer as described below, BLTS is improved. For buffers that are wider than 4 feet, the centerline of the vertical features may be aligned 2 feet from the street edge of the buffer.

Bike Facility	Facility Width	Buffer Width
Shared Use Path	**Minimum operational width:** 10 feet (excluding shoulders on either side) **Desirable operational width:** 12 feet (excluding shoulders on either side)	**Minimum shoulder width:** 2 feet wide unpaved on each side of path If vertical elements such as walls, railings, fences, or barriers are provided along edge of shared use path, minimum shoulder width can be reduced to 1 foot. **Minimum buffer width:** 3 feet for two-way shared use path adjacent to roadway (<35mph). 5 feet for two-way shared use path adjacent to roadway (>35mph).

Source: WSDOT Design Manual, Page 1520-4 to Page 1520-7; Chapter 1515

The application of these facility types and dimensions is context-dependent. Within Town Center, which is envisioned as a transit-oriented, mixed-use hub, greater emphasis is placed on providing low-stress, all-ages-and-abilities facilities that achieve Level of Traffic Stress (LTS) 1 or 2. This area is expected to support a future mobility hub, higher pedestrian and bicycle volumes, and stronger multimodal integration. As such, Buffered and Separated Bike Lanes are strongly encouraged, and preferred design dimensions are recommended to be applied where space allows.

Relevant Bike Facilities Examples

To support bike facility selection that aligns with Sammamish's land use and transportation goals, the figures shown below provide visual examples of three key bicycle facility types: Conventional Bike Lanes, Buffered Bike Lanes, and Separated Bike Lanes. These facility types offer a range of options based on available right-of-way, traffic volumes, and desired level of separation between vehicles and bicyclists. Figure 34 illustrates bike facilities as shown in the WSDOT Design Manual.

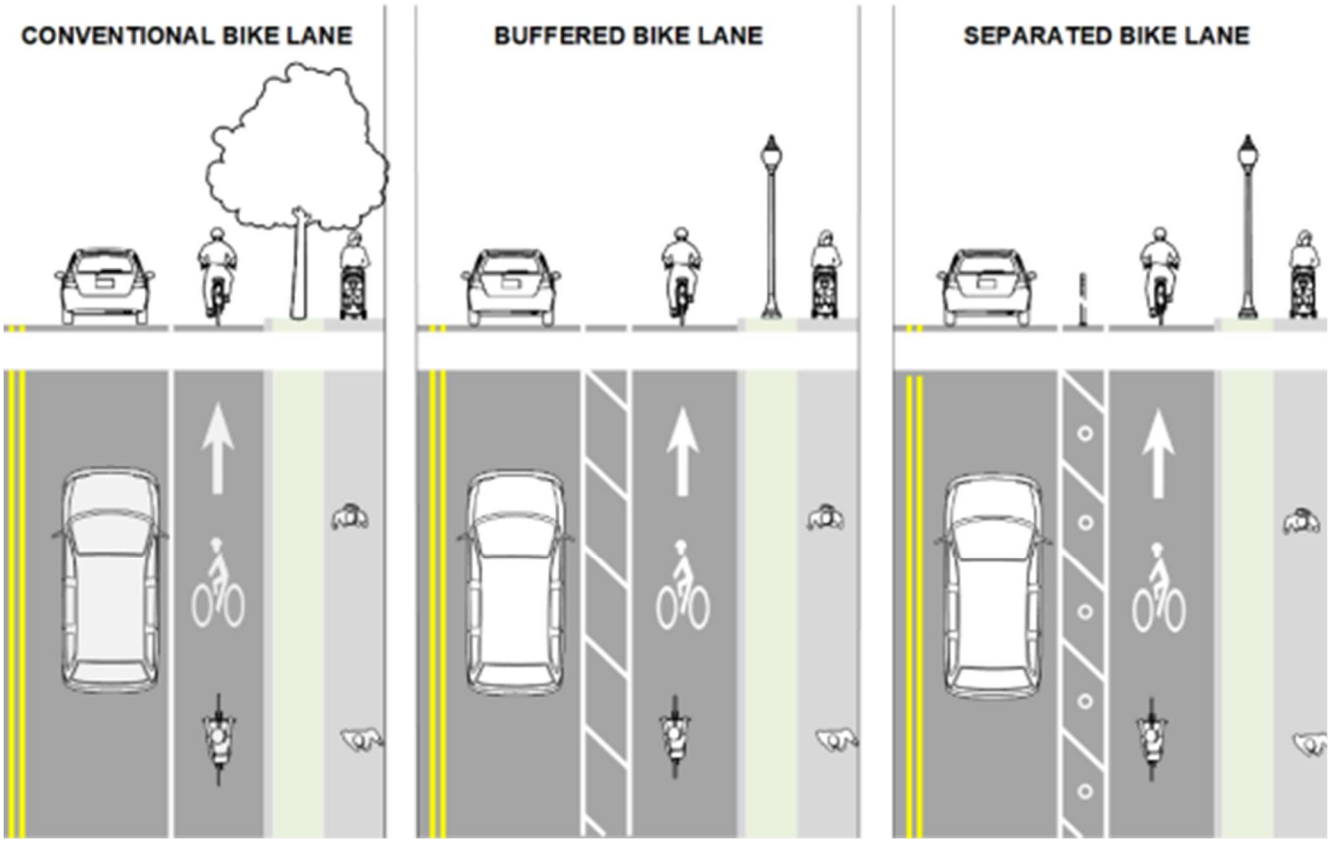


FIGURE 34. BIKE FACILITY TYPES

Source: WSDOT Design Manual, Exhibit 1520-1 Roadway Bicycle Facilities

Figure 35 to Figure 38 show the relevant examples of each bike facility type and shared use path. The main difference between buffered and separated bike lanes is the inclusion of a vertical element in separated lanes. This vertical barrier provides physical protection from motor vehicles and is a critical feature for achieving Low-Stress Bicycle Network (BLTS 1/2). Acceptable vertical features include tubular markers, precast or cast in place curb, traffic barrier, vehicle parking, or a curbed planter strip.

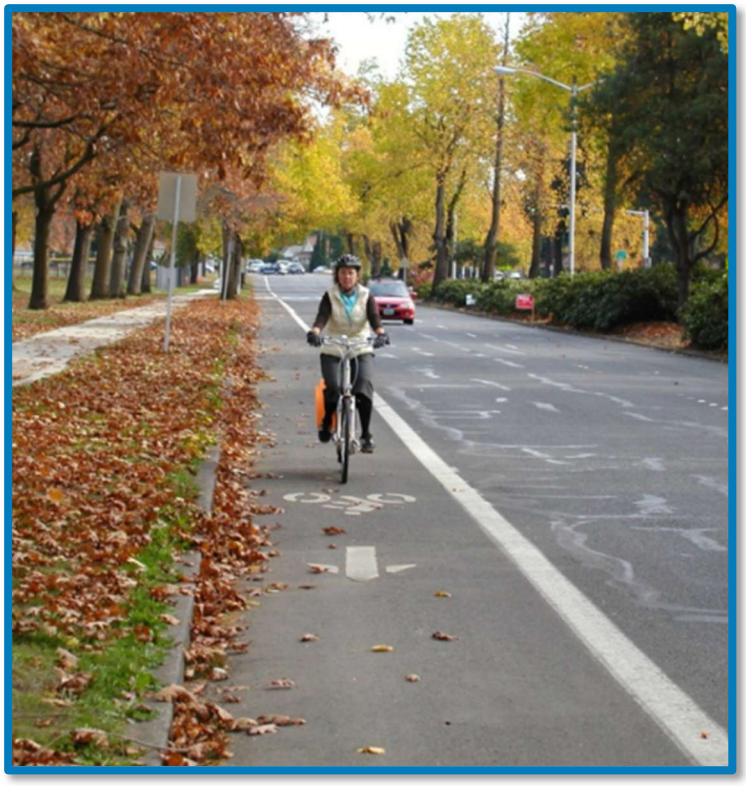


FIGURE 35. CONVENTIONAL BIKE LANE (SOURCE: WSDOT)

FIGURE 36. BUFFERED BIKE LANE IN REDMOND, WA

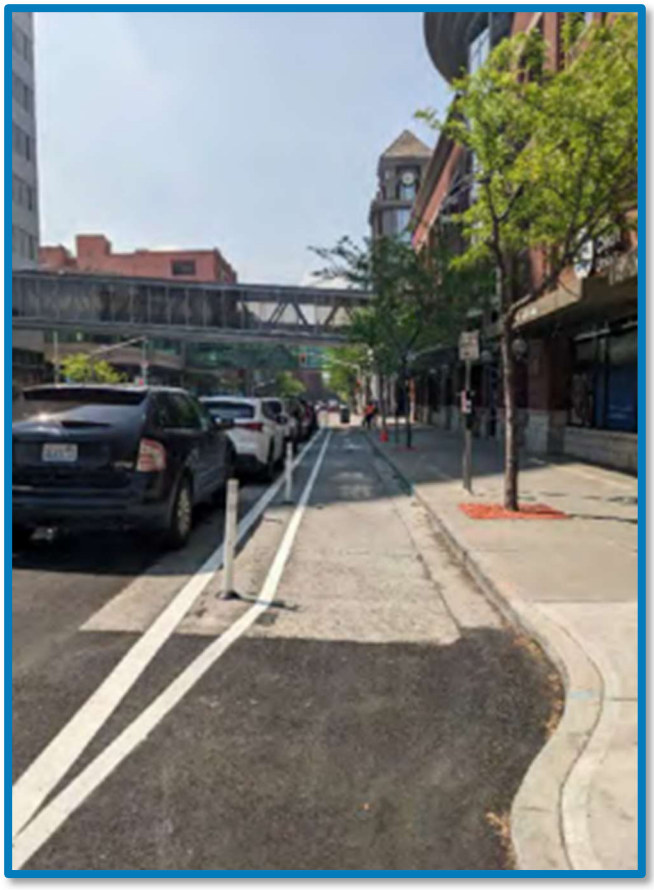


FIGURE 37. SEPARATED BIKE LANE IN SPOKANE, WA

FIGURE 38. SHARED USE PATH ALONG 228TH AVENUE SE, SAMMAMISH, WA

CITY OF SAMMAMISH CURRENT STANDARDS

Per Table 9.1 of the City of Sammamish Public Works Standards (2016), current City standards recommend 6-foot-wide sidewalks with 6-foot-wide buffers on principal arterials, and 6-foot-wide sidewalks with 5-foot-wide buffers on minor and collector arterials. The current City standards exceed WSDOT's minimum suggested sidewalk and buffer widths, as illustrated in Figure 29. However, the current guidelines do not provide specific standards for the Town Center area as depicted in Figure 29. While the table recommends general types of bicycle facilities to consider for arterials, no guidance on width is included.

As the City updates its standards, this Plan recommends that new pedestrian and bicycle facilities standards meet current City standards based on roadway classification and, at a minimum, comply with the guidelines in Figure 29 in cases of right-of-way constraints. For the Town Center area, this Plan also recommends following the guidelines in Figure 29, to maintain a consistent and high-quality pedestrian environment. Updated City standards for pedestrian and bicycle facilities are recommended to consider the facility types in Table 10 and Table 11.

ALTERNATIVE ROUTES

For roadways where pedestrian and bicycle facilities are not provided, any proposed alternative routes are recommended to meet ADA standards. For example, on East Lake Sammamish Parkway, pedestrians and bicyclists are encouraged to use the East Lake Sammamish Trail, which runs adjacent to East Lake Sammamish Parkway, as it offers a safer and more comfortable alternative and meets ADA standards. Enhancing connections to this trail and improving ADA-compliant access points are expected to help direct users away from the parkway and toward the higher quality facility.

CROSSWALK POLICY GUIDANCE

To support a more accessible pedestrian environment, this section provides a framework for crosswalk policy guidance. This framework can be used to help prioritize crosswalk installations, upgrades, and evaluations, especially in response to community requests or as part of project planning.

PRIORITIZATION OF CROSSWALK LOCATIONS

The following locations are recommended to be prioritized for marked crosswalks and related pedestrian enhancements:

- ***Signalized Intersections:*** All legs of signalized intersections are recommended to include marked crosswalks to promote consistent and visible pedestrian access.
- ***High-Need Locations:*** Specific priority locations include:
    - School route crossings
    - Transit bus stop crossings
    - Town Center corridors/intersections
    - Locations with high pedestrian volumes

- Shopping centers, including Inglewood, Pine Lake, and Klahanie

These areas are critical for safe and equitable access, especially for students, seniors, and transit-dependent populations. Other key considerations for crosswalk consideration include:

- ***ADA Compliance:*** All pedestrian and bicycle facilities that are part of the broader transportation network including trails, shared-use paths, and sidewalks, must be ADA compliant. In instances where facilities cannot be provided directly along a corridor, any proposed alternative routes are recommended to meet ADA standards to promote equitable access for all users.
- ***Crosswalk Spacing Guidelines:*** It is recommended that further work be undertaken by the City to determine context-specific crosswalk spacing that aligns with national best practices and local land use patterns. The following general guidance can inform this process:

- ***Central Business Districts and Urban Mixed Contexts: 250–550 feet***
- ***Residential and Commercial Corridors: 500–1000 feet***
- ***Suburban Areas: 750–1500 feet***

E-SCOOTER/E-BIKE POLICY GUIDANCE

To guide safe and consistent use of emerging micromobility technologies, a detailed review of Sammamish's existing policies and peer agency regulations was conducted. The objective was to develop a set of policy recommendations that are responsive to the City's existing context while aligning with current best practices.

POLICY REVIEW BACKGROUND

The City of Sammamish currently has general regulations on the operation of micromobility devices, such as e-bikes and electric scooters (e-scooters). However, with increasing use of these devices, a need exists to clarify where and how each device type can operate. To inform these recommendations, the following sources were reviewed:

- ***City of Tacoma:*** Recognized for its suburban and topographic similarities to Sammamish, Tacoma provides detailed guidelines on where e-scooters and e-bikes may operate, including speed-based and location-specific rules.
- ***Mercer Island:*** Offers an example of how a smaller city has incorporated micromobility regulations into its municipal code and park usage rules.
- ***Seattle Department of Transportation (SDOT):*** As a leading jurisdiction in managing shared micromobility programs, SDOT policies on device restrictions were used as references.

These peer city comparisons were used to assess policy gaps and inform context-sensitive recommendations appropriate for Sammamish's suburban land use pattern, trail network, and roadway conditions.

Table 13 documents the existing policies in Sammamish by device type and operational area. Devices evaluated include Class 1, 2, and 3 e-bikes, electric scooters, electric personal assistive mobility devices (EPAMDs), and gas-powered scooters. Each column shows where each device is currently permitted. Table 13 aligns with existing RCW provisions and/or City of Sammamish policies or code, noting that some regulations are specifically established by City code. Where City code exists, those regulations take precedence; where no City code applies, the policy defaults to RCW guidance. In cases where RCW provides direction, but City policy or code does not address the topic, recommendations are presented in Table 14 to guide potential policy updates and ensure consistency across all device types and operational areas.

Based on the review of existing policies in Sammamish, as well as best practices and regulations from peer agencies, the e-scooter and e-bike policy recommendations presented in Table 14 provide guidance tailored to the City's local context. Note that this Plan provides policy recommendations for e-scooter and e-bike use; however, the City should coordinate across departments and staff to review, refine, and implement these guidelines as appropriate.

The recommended policies aim to:

- ***Clarify permissible operating zones by device class.***
- ***Improve safety for pedestrians and micromobility users.***
- ***Align with ADA guidance and state-level legislation.***
- ***Provide consistency across Sammamish's streets, parks, and trails network.***

Although the focus of this Plan is on low-speed micromobility devices such as e-bikes and e-scooters, it is important to recognize that electric motorcycles are a distinct vehicle category with different legal and operational requirements. Under Washington State law, an electric motorcycle is defined as a vehicle with motor power greater than 750 watts (often up to 6,000-8,000 watts). Electric motorcycles typically do not have operative pedals and instead use stationary foot pegs. Even if equipped with a pedal kit or speed regulator, the size of the motor places them outside the e-bicycle classifications.

Traditional motorcycles require lights, turn signals, mirrors, a license plate, and an operator with a motorcycle license (endorsement) to be legally operated on the road. Therefore, electric motorcycles without all the required road components are only allowed on private property or at recreational parks that allow similar vehicles such as dirt bikes in Sammamish. Currently, there are no such recreational parks in Sammamish.

These policy recommendations are suggested to be adopted as part of the City's comprehensive pedestrian and bicycle strategy.

TABLE 13. E-SCOOTER/E-BIKE EXISTING POLICIES

Area Of Operation	Bicycles	E-Bikes Class 1 & 2	EPAMDs	Electric Motorized Foot Scooters	E-Bikes Class 3	Gas Motorized Foot Scooters (Must Be 16+)
Sidewalks	N/A[1]	N/A[1]	Yes[2]	No[2]	No[2]	No[2,3]
Bike Facilities (i.e., Bike Lanes, Cycle Track)	Yes	Yes[2,4]	N/A[1]	Yes[2]	Only on motorized trails[4]	N/A[1]
Roads (Speed Limit <25 mph)	N/A[1]	N/A[1]	N/A[1]	Yes[3]	N/A[1]	Yes[3]
Roads (Speed Limit>25 mph)	N/A	N/A[1]	No[2]	No[2,3]	N/A[1]	No[2,3]
Paved Trails	Yes (less than 15 mph)[5]	Yes (less than 15 mph)[5]	Yes (less than 15 mph)[5]	Yes (less than 15 mph)[5]	Only on motorized trails[4]	Yes (less than 15 mph)[5]
Soft Surface Trails	No[6]	No[6]	No[6]	No[6]	No[6]	No[6]

[1]N/A – Not currently addressed in Local or State Regulation or Policy
[2]Per RCW 46.61.710 which addresses general requirements and operation of EPAMDs, motorized foot scooters, and class 1, 2, and 3 electric-assisted bicycles.
[3]Per City of Sammamish Municipal Code 46.20.040 which address prohibited areas for motorized foot scooters.
[4]Per the Washington Department of Natural Resources, if class 1 and 2 e-bikes have an ADA parking placard, they are allowed on all nonmotorized trails and roads where bicycles are allowed. If no ADA parking placard is available, these devices are only allowed on motorized trails and forest roads open to motorized public use.
[5]Per City of Sammamish Municipal Code 7A.08.010 which addresses speed limits on City of Sammamish trails.
[6]Per City of Sammamish Municipal Code 7A.11.050 which addresses proper use of soft surface trails.

TABLE 14. E-SCOOTER/E-BIKE POLICY RECOMMENDATIONS

Area Of Operation	Bicycles	E-Bikes Class 1 & 2	EPAMDs	Electric Motorized Foot Scooters	E-Bikes Class 3	Gas Motorized Foot Scooters (Must Be 16+)
Sidewalks	**Yes, must yield to pedestrians**	**Yes, must yield to pedestrians**	Yes, **must yield to pedestrians**	**Yes, must yield to pedestrians**	No	No
Bike Facilities (i.e., Bike Lanes, Cycle Track)	Yes	Yes	**Yes**	Yes	**Yes (less than 15 mph)**	**No**
Roads (Speed Limit <25 mph)	**Yes**	**Yes**	**Yes**	Yes	**Yes**	Yes
Roads (Speed Limit>25 mph)	**Yes, unless prohibited on a limited access highway**	**Yes, unless prohibited on a limited access highway**	No	No	**Yes, unless prohibited on a limited access highway**	No
Paved Trails	Yes (less than 15 mph)	Yes (less than 15 mph)	Yes (less than 15 mph)	Yes (less than 15 mph)	Only on motorized trails	Yes (less than 15 mph)
Soft Surface Trails	No	No	No	No	No	No

Text denotes new recommendations.

TIP SCORING CRITERIA AND SIDEWALK PROGRAM CRITERIA UPDATE

To better reflect Sammamish's multimodal transportation priorities and support more inclusive infrastructure investment, updates are recommended to both the 2025 TIP scoring criteria and the Sidewalk Program prioritization framework.

ENHANCEMENTS TO 2025 TIP SCORING CRITERIA

The updated 2025 TIP criteria introduce stronger emphasis on MMLOS and the Bicycle and Pedestrian Priority Network, aligning project evaluation more closely with the City's non-motorized transportation goals. These revisions strengthen the City's ability to prioritize projects that:

- Improve network connectivity for walking/rolling and biking,
- Enhance safety for vulnerable road users,
- Reduce environmental impacts through mode shift, and
- Secure outside funding opportunities through targeted and impactful investments.

New and revised criteria (highlighted in purple in Table 15) highlight that system efficiency, safety, and connectivity are considered from a multimodal perspective and not just through the lens of vehicle movement.

TABLE 15. 2025 TIP SCORING CRITERIA UPDATE*

Criteria	Description	Points
System Efficiency	Improves operations in the system, including MMLOS, focusing on improvements to principal arterials and new connections.	15
Connectivity	Improves connections to the regional system and improves internal connections, including improving the Bicycle and Pedestrian Priority Network ~~non-motorized , by connecting to trails and parks.~~	20
Fiscal Responsibility	Responsibly invests in the system, including improving chances for grants/outside funding and use of impact fees.	15
Safety	Addresses high collision locations, calming traffic, improves pedestrian and/or bicycle connections, and improves evacuation routes.	20
Community Character	Enhances the rights-of-way, including aesthetics via landscaping, stormwater features, etc.	10

Criteria	Description	Points
Environmental Impact	Reduces emissions, through one or more of the following: *Inducing a mode shift away from single occupant vehicles (SOVs), including improvements to the non-motorized network *Reducing vehicle miles traveled (VMT) *Improving traffic flow (e.g. through signal coordination or by removing a bottleneck)	20

* Text represents new/revised criteria

EXPANDED SIDEWALK PROGRAM PRIORITIZATION

Similarly, this Plan recommends that the Sidewalk Gap and Non-Motorized Program prioritization criteria be revised to extend eligibility and scoring to bicycle facility projects and not just pedestrian projects. The inclusion of a Bikeway Point Value column in the scoring table allows for objective evaluation of bicycle-related infrastructure alongside sidewalk investments using a unified framework.

Updates include:

- Applying access/connectivity scoring to both sidewalks and bikeways based on proximity to key destinations (e.g., schools, parks, transit);
- Factoring in roadway characteristics and collision history for both modes;
- Incorporating a new scoring criterion for addressing MMLOS deficiencies, ensuring that gaps in multimodal level of service are identified and elevated in project prioritization.

These changes not only modernize the sidewalk program but also create a stronger pipeline for advancing complete streets principles across Sammamish, helping the City meet its mobility, equity, and sustainability objectives. Table 16 shows the updates to the sidewalk program criteria.

TABLE 16. SIDEWALK GAP AND NON-MOTORIZED PROGRAM CRITERIA UPDATE*

Criteria	Description	Sidewalk Point Value				Bikeway Point Value			
		1/4-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	2-mile radius
Access and Connectivity to Key Generators	Schools	20	15	10	5	20	15	10	5
	(If on a designated School Walk Route add)	10	10	5	5	10	10	5	5
	Public Parks and Trails	10	5	0	0	10	5	0	0
	Town Center / Commercial Area	20	15	10	5	20	15	10	5
	Public Buildings (Library, "Y", City Hall, etc)	10	5	0	0	10	5	0	0
	Transit Stop/ Park and Ride Facility	20	15	10	5	20	15	10	5
	Churches	5	0	0	0	5	0	0	0
Street Classification	Principal Arterial	20				20			
	Minor Arterial	15				15			
	Collector Arterial	10				10			

Criteria	Description	Sidewalk Point Value				Bikeway Point Value			
		1/4-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	2-mile radius
	Neighborhood Collector		5				5		
Gap Closure/Missing Link	Fills a gap in the existing sidewalk or bikeway network (Y/N)		5				5		
	Fills a gap in sidewalk or bikeway Priority Network (Y/N)		5				5		
Addresses MMLOS Deficiencies	Improves roadway to MMLOS Green		20				20		
	Improves roadway to MMLOS Yellow		10				10		
Roadway Characteristics	Narrow (0'-4') Shoulders on both sides		20				20		
	Minimum shoulder width (4'+) on only one side		5				10		
	Minimum shoulder width (4'+) on both sides		5				5		

Criteria	Description	Sidewalk Point Value				Bikeway Point Value			
		1/4-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	1/2-mile radius	3/4-mile radius	1-mile radius	2-mile radius
Safety	Number of bike/ped-related collisions in last 3 years X 5 pts	40 max				40 max			
	Address high-collision location, calming traffic, improves ped connection	20				20			
Environmental Considerations	Wetlands	-10 to -20				-10 to -20			
	Stream Crossings	-10				-10			
ROW Required	Steep Slopes	-10				-10			
	None required	0				0			
	5 ft or less	-5				-5			
	> 5 ft	-10				-10			

* Text represents new/revised criteria or point value

Chapter 6: Proposed Projects

This section outlines proposed projects located both along and outside the Bicycle and Pedestrian Priority Network, describing the methodology, evaluation criteria, and project selection process, and presenting the final list of pedestrian and bicycle projects.

PROPOSED PROJECTS IN THE PRIORITY NETWORK

To identify and prioritize pedestrian and bicycle projects in the Priority Network that best serve the City of Sammamish, a data-driven, context-sensitive approach was undertaken. This approach builds on the foundation of the existing and future conditions analyses, network gap assessments, community engagement and City staff workshops completed during earlier phases of the planning process. The goal of the proposed project list is to identify the top 10 bicycle and pedestrian improvement projects that address the greatest needs for comfort, safety, and connectivity, while complementing, rather than duplicating, the existing 2025-2030 TIP projects.

METHODOLOGY OVERVIEW

An analysis using GIS was employed to evaluate, rank, and prioritize project areas. This method allowed for a quantitative and reproducible assessment of need based on 11 input criteria. These criteria were selected to reflect safety conditions, access needs, network gaps, and land use priorities, as well as physical and environmental constraints.

Projects were further screened using a geographic prioritization strategy: giving preference to locations within the city core first, then extending to outer areas. This 'inside-out' principle guides near-term investments toward the highest-density areas while still identifying long-term opportunities in suburban or less connected locations.

EVALUATION CRITERIA

The following 11 evaluation factors shown in Figure 39 were mapped in GIS, with ranked values assigned to reflect severity or magnitude of need. Higher scores represented greater project suitability or urgency.

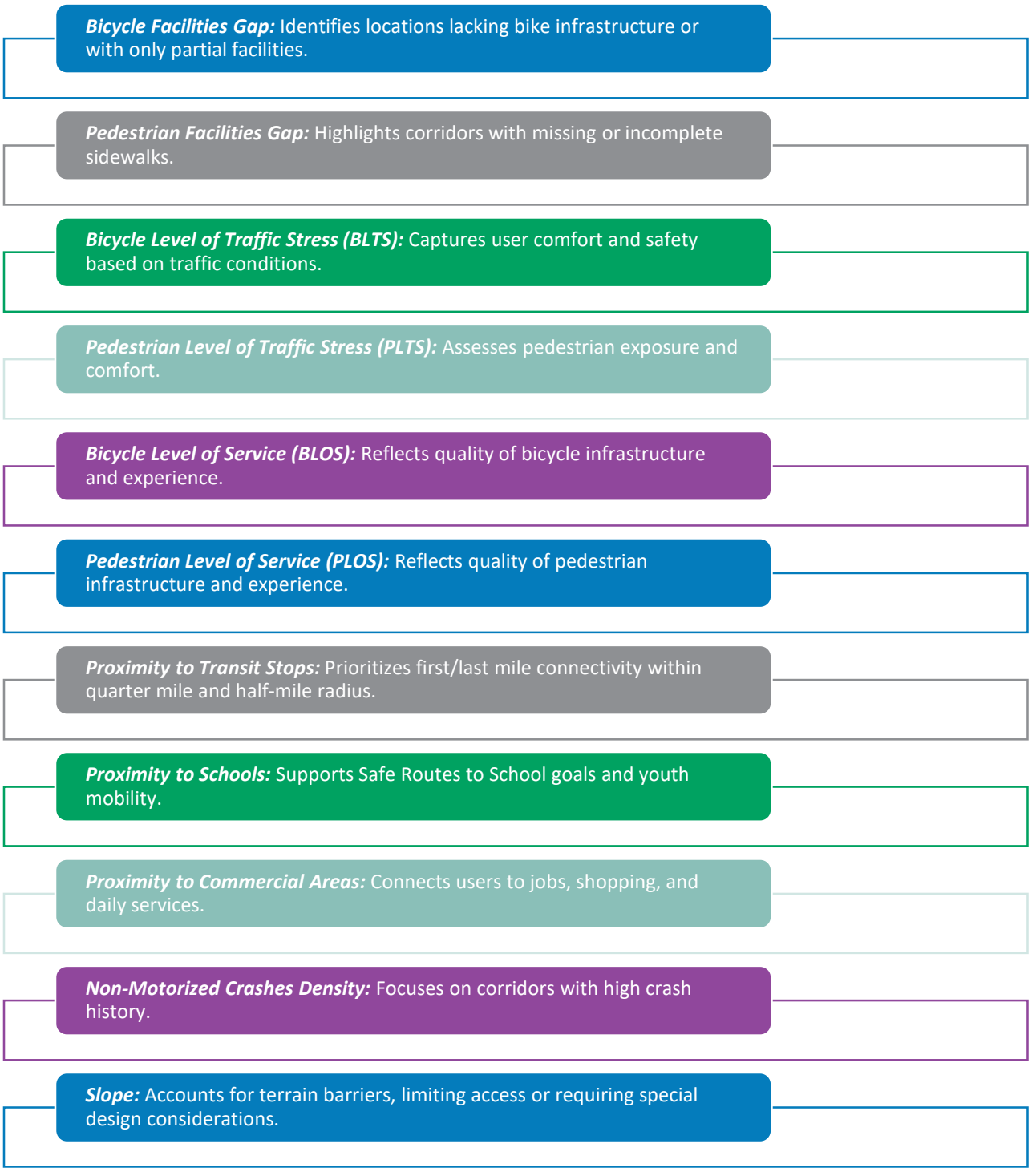


FIGURE 39. EVALUATION CRITERIA FACTORS

Each layer was assigned a weight based on its relevance to project need, feasibility, and discussions with City staff. The resulting combined scoring was used to identify high-priority locations where multiple factors overlap. Table 17 shows the evaluation criteria used to determine the list of top 10 prioritized projects.

TABLE 17. EVALUATION CRITERIA FRAMEWORK

No.	Factors	Weight Factor	Description	Score Assigned (1 to 9)[a]
1	Bicycle Facilities Gap	12%	No bike facilities	9
			Bike facilities on one side	8
			Bike facilities on both sides	1
2	Pedestrian Facilities Gap	12%	No pedestrian facilities	9
			Pedestrian facilities on one side	8
			Pedestrian facilities on both sides	1
			Shared-use-path/trail	1
3	Bicycle Level of Traffic Stress	10%	N/A - Outside city limit	1
			BLTS 1	1
			BLTS 2	1
			BLTS 3	6
			BLTS 4	9
4	Pedestrian Level of Traffic Stress	10%	N/A - Outside city limit	1
			PLTS 1	1
			PLTS 2	1
			PLTS 3	6
			PLTS 4	9
5	Bicycle Level of Service	10%	BLOS Green	1
			BLOS Yellow	6
			BLOS Red	9
6	Pedestrian Level of Service	10%	PLOS Green	1
			PLOS Yellow	6
			PLOS Red	9
7	Proximity to Transit Stops	8%	Quarter mile distance	9
			Half-mile distance	6
			> Half-mile	1
8	Proximity to Schools	8%	Quarter mile distance	9
			Half-mile distance	6
			> Half-mile	1
9	Proximity to Commercial Areas	8%	Quarter mile distance	9
			Half-mile distance	6
			> Half-mile	1
10	Non-Motorized Crash Density	9%	Lowest Density of Crashes	1
				4
				7
			Highest Density of Crashes	9
11	Slope	3%	Below 5% slope	9
				6
				4
			Above 5% slope (highest slopes)	1

[a]Note that scoring values may change over time as the process is refined

PROJECT SELECTION PROCESS

Outputs from the GIS analysis were reviewed to identify clusters of high-need areas. Figure 40 depicts the analysis output from GIS. Candidate project corridors and nodes were compared against existing and planned 2025 TIP projects to avoid duplication. The proposed list emphasizes:

- ***Projects that complement or extend 2025 TIP investments,***
- ***Gaps in the existing active transportation network,***
- ***Areas underserved by current facilities,***
- ***Opportunities to maximize multimodal connections.***

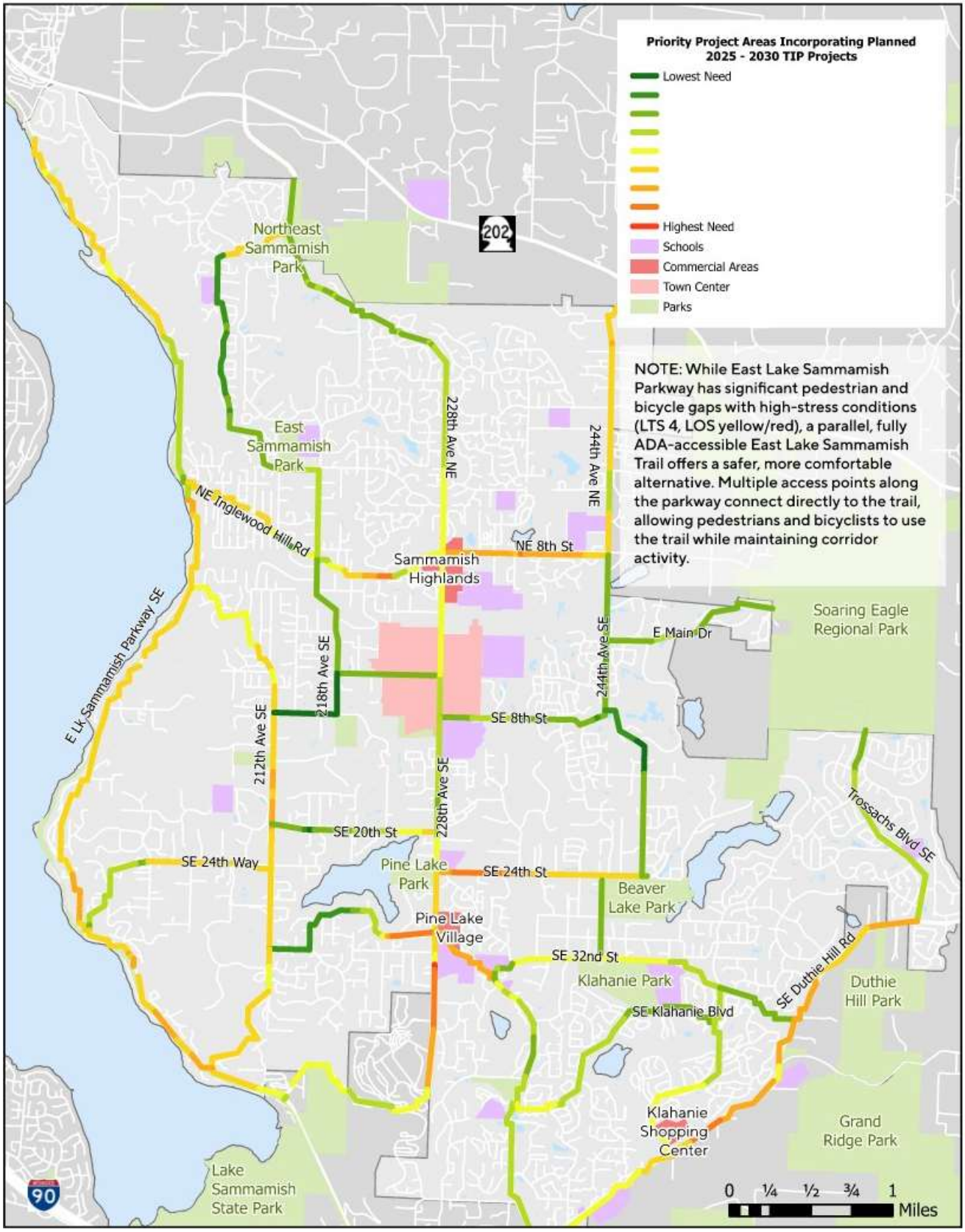


FIGURE 40. PRIORITIZED PROJECTS BASED ON GIS ANALYSIS

Further consideration was given to project readiness, feasibility, and alignment with community feedback from in-person workshops, feedback from City staff, and interactive mapping tools. The result is a set of top 10 proposed bicycle and pedestrian projects that are responsive to Sammamish's multimodal needs and positioned to advance near-term implementation. These projects strike a balance between strategic, citywide priorities and context-specific needs, supporting Sammamish's long-term vision for a safe, connected, and accessible active transportation network. The following projects were initially considered but did not rise to the top during the evaluation process. These locations may be considered for inclusion in the TMP 20-year Unconstrained Project List and further revisited in the future as priorities, funding availability, or community needs evolve:

- ***SE 24th Street (Audubon Park Drive – 232nd Avenue SE):*** While not currently part of the 2025–2030 TIP, this project to upgrade the existing boardwalk is planned for inclusion in the 2026–2031 TIP. A two-way shared-use path is recommended along the north side of SE 24th Street for this corridor.

- ***Issaquah Fall City Road (256th Ave SE - 252nd Ave SE):*** This project was initially considered. A driving factor for the higher score for this section of roadway is the adjacent Klahanie Shopping Center (commercial area). However, this roadway falls on the outskirts of City limits and would not serve a large number of Sammamish residents. Therefore, this project was removed from the top 10.

- ***SE Duthie Hill Road (SE 33rd Street – SE Issaquah Fall City Road):*** This project was initially identified; however, despite the presence of a nearby school, students are not encouraged to walk to this school (Endeavour Elementary School) as it is located on a very busy street with limited lighting and no guarded crosswalks[8].. Therefore this project was removed from the top 10.

- ***Issaquah Pine Lake Road (228th Ave SE – SE 32nd Way):*** This project was initially identified but is instead recommended to be an extension of the existing TR-02/TR-03 TIP project: Issaquah Pine Lake Road Corridor Improvements, which is anticipated to conduct a Corridor Study/Plan in the next six years. The 2025 TIP corridor project focuses on multimodal needs and comprehensive roadway upgrades, including intersection improvements at SE 32nd Way – this Plan recommends addressing the needs in this segment as part of its broader scope.

- ***E Lake Sammamish Parkway (NE Inglewood Hill Road – 212th Way SE):*** With the adjacent East Lake Sammamish Trail providing a safer and more comfortable route for pedestrians and bicyclists than East Lake Sammamish Parkway (currently LTS 4), this Plan does not propose bicycle and pedestrian facilities on the parkway itself. Instead, the emphasis is on improving access and connections to the trail, which is in alignment with the alternative route strategy described in Chapter 5. These enhancements are expected to deliver greater safety, comfort, and connectivity benefits for non-motorized users compared to direct improvements on the parkway.

[8] https://www.isd411.org/programs-services/buses/school-walk-boundaries-and-routes

Facility types were selected to achieve a specific Level of Traffic Stress (LTS) score based on the guidance in the TMP (Table 2), though actual project facilities may vary based on site constraints, right-of-way, cost and design considerations. Recommended pedestrian and bicycle facilities were guided by the criteria outlined in Table 10 and Table 11. Figure 41 depicts the top 10 proposed projects in the study area which is followed by detailed descriptions of each project.

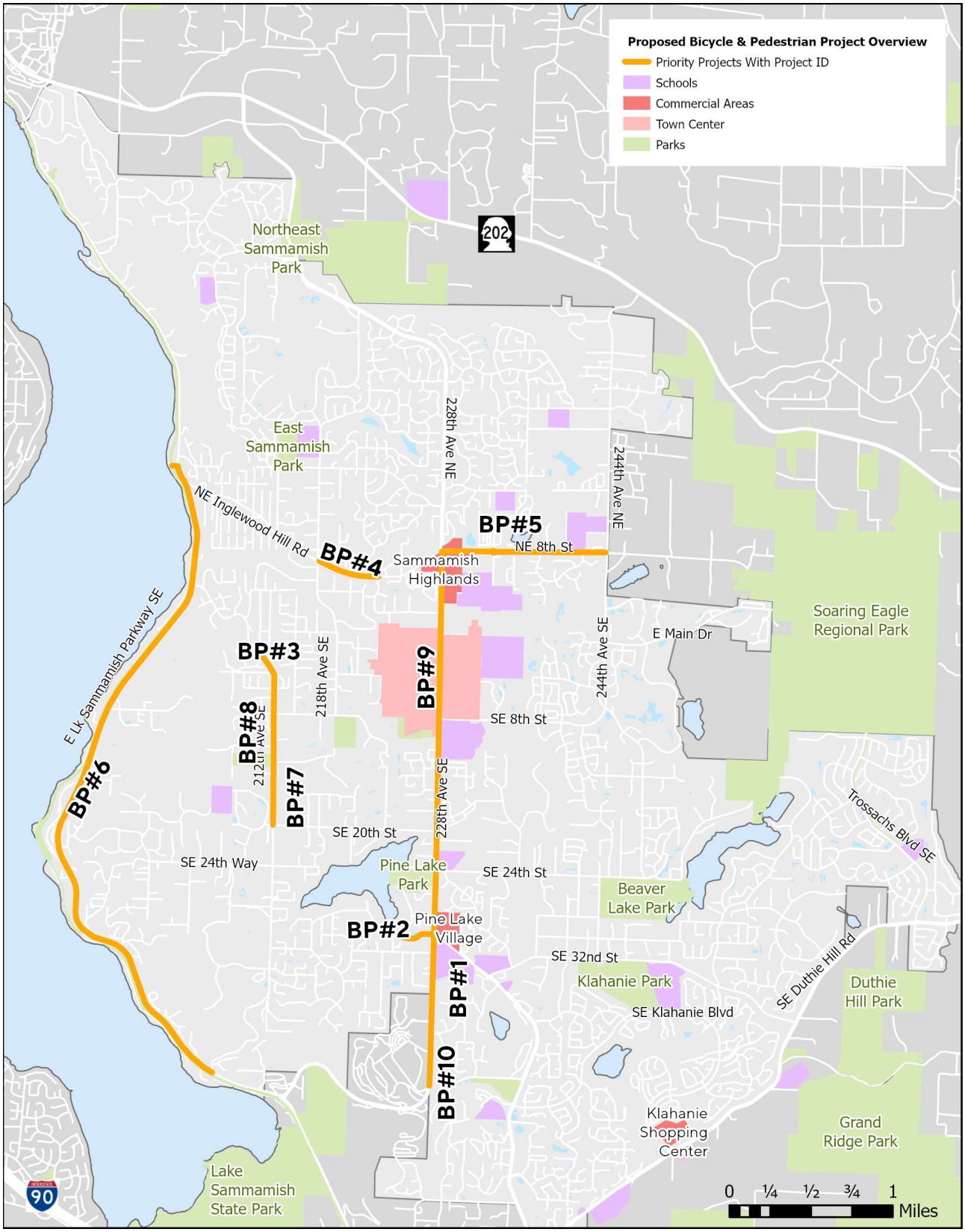
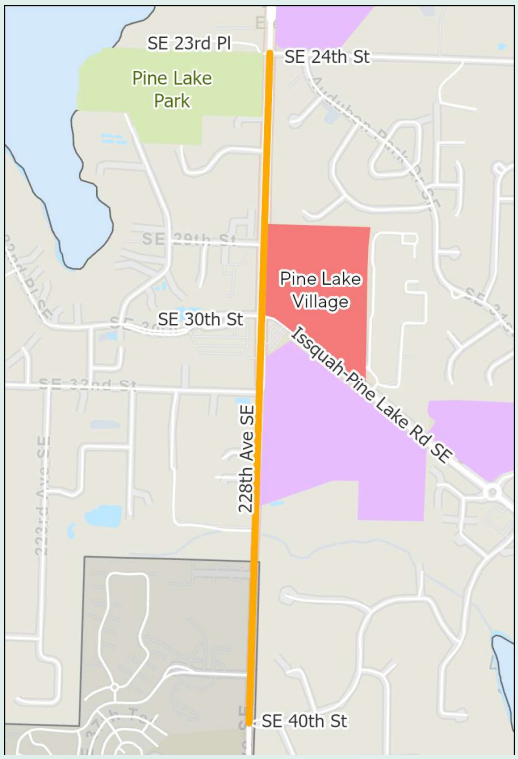


FIGURE 41. OVERVIEW OF TOP TEN PROPOSED PROJECTS' EXTENTS IN STUDY AREA

BP#1: 228th Avenue (SE 23rd Place – SE 40th Street)

This proposed project is located along a Principal Arterial corridor and is expected to deliver substantial multimodal improvements to support both pedestrian and bicycle travel. The recommended design includes an 8-foot-wide or greater sidewalk (33rd Ct – 40th St) with no buffer and a separated bicycle lane is proposed along the full extent.

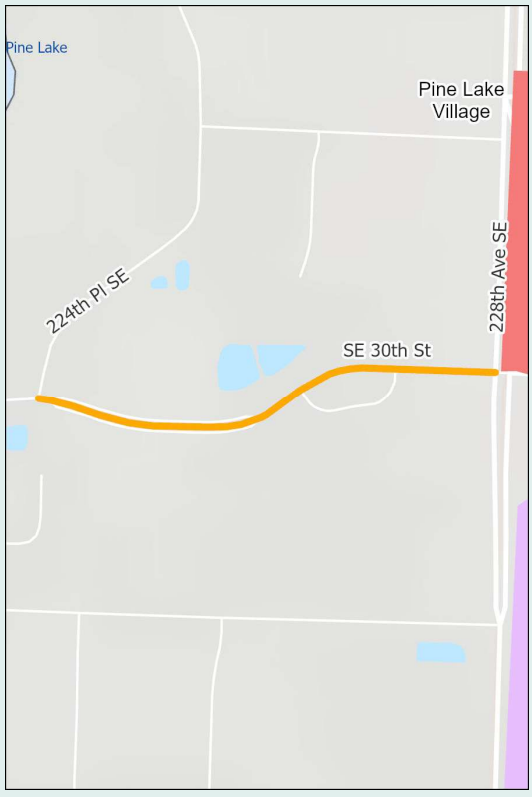
PLTS 4	BLTS 4	COST
↓	↓	↓
PLTS 2	BLTS 2	~$11,450,000



BP#2: SE 30th Street (228th Avenue – 224th Avenue)

SE 30th Street, a Collector Arterial, provides a key east–west link between neighborhoods and Sammamish's roadway network. The project proposes a 6-foot sidewalk without a buffer and 5-foot (or wider) bike lanes on both sides, complementing Sidewalk and Non-Motorized Program Project #51, which is proposed to pave an existing gravel path on the north side.

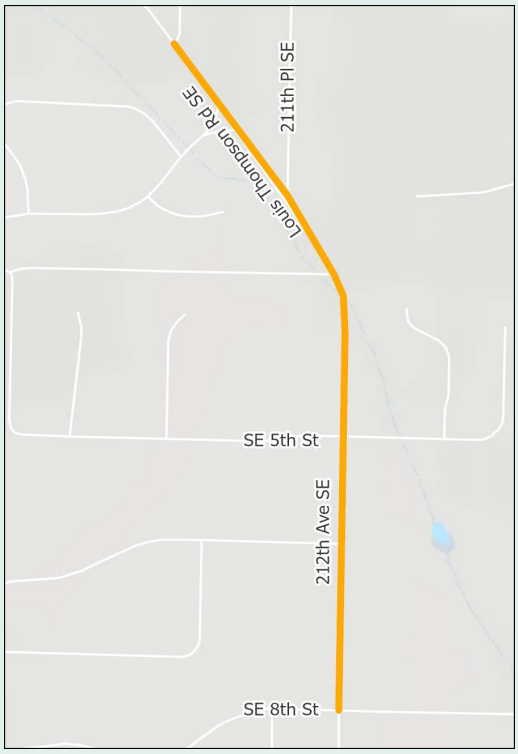
PLTS 3	BLTS 3	COST
↓	↓	↓
PLTS 2	BLTS 2	~$1,350,000



BP#3: Louis Thompson Road/212th Avenue (210 Place SE - SE 8th Street)

This project adds 8-foot sidewalks with no buffer and a separated bike lane along Louis Thompson Rd/212th Ave SE (Collector Arterial) to close gaps and connect to East Lake Sammamish Parkway via the TR-101/SW-601 project.

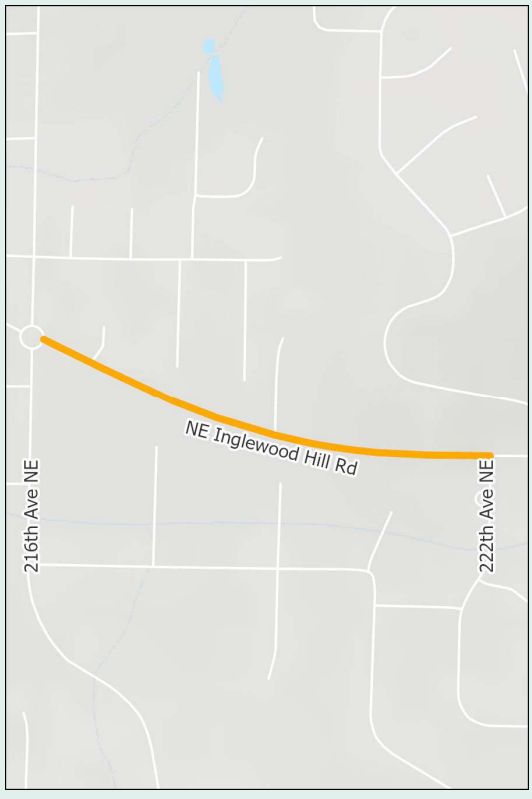
PLTS 4	BLTS 4	COST
PLTS 2	BLTS 2	~$5,830,000



BP#4: NE Inglewood Hill Road (222nd Avenue – 216th Avenue NE)

This project adds a physically separated sidewalk and separated bicycle lane along NE Inglewood Hill Road (222nd–216th Ave NE), a Minor Arterial, tying into the TR-108 sidewalk gap project, which includes 500 feet of new sidewalk and reconstruction of 400 feet of temporary sidewalk between 213th Pl NE and 216th Ave NE.

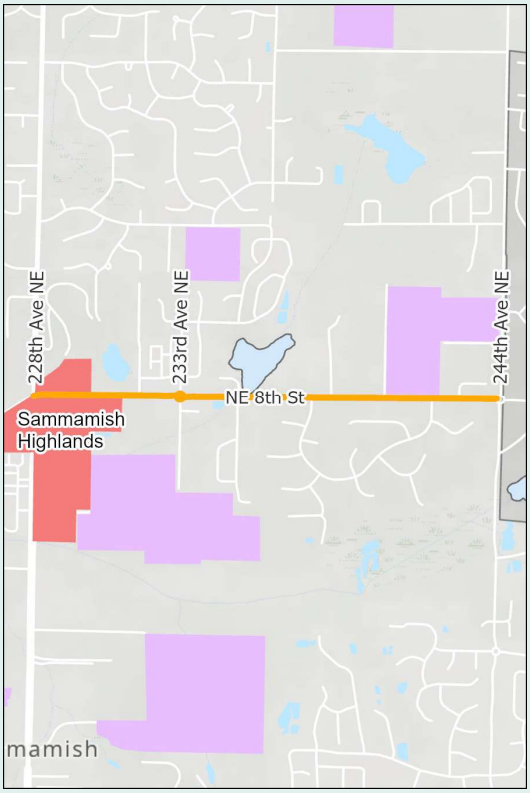
PLTS 4	BLTS 4	COST
PLTS 2	BLTS 2	~$8,227,000



BP#5: NE 8th Street (228th Avenue SE – 244th Avenue NE)

This project upgrades NE 8th Street (228th–244th Ave NE), a Minor Arterial, with a physically separated sidewalk and a separated bicycle lane, improving safety and connectivity along this high-speed Minor Arterial with multiple schools in close proximity.

PLTS 4	BLTS 4	COST
⇩	⇩	⇩
PLTS 2	BLTS 2	~$10,106,000



BP #6: East Lake Sammamish Parkway Trail Connections

This project strengthens the Priority Network by improving pedestrian and bicycle connections between Sammamish's city center and the East Lake Sammamish Trail, enhancing accessibility and direct links to the trail which is adjacent to East Lake Sammamish Parkway (Minor Arterial). Key improvements include three new pedestrian hybrid beacons (PHBs): one approximately 650 feet north of the Inglewood Hill Road/East Lake Sammamish Parkway intersection, extending from the adjacent parking lot on one side and across Inglewood Hill Road; one at the SE 8th Street trail access; and one at 212th Way SE. Additional enhancements include upgraded pedestrian and bicycle crossings, an extended sidewalk from 212th Way SE to the 206th Avenue SE intersection to connect to the trail access point, and improved signage and wayfinding to direct users to the trail.

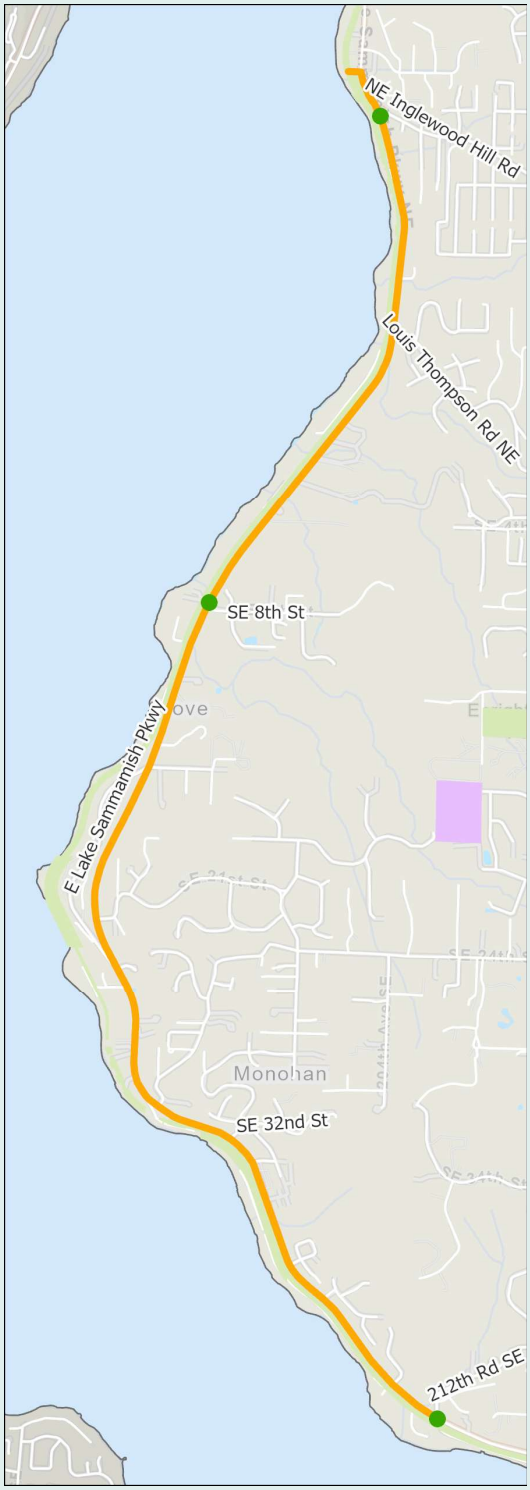
The project also suggests coordination with related efforts, including the SE 24th Way sidewalk gap projects (TR-04 and Sidewalk & Non-Motorized Program Project ID #55).

Regular maintenance such as trimming vegetation at trail access points is recommended to improve visibility, safety, and user experience.

No change to PLTS or BLTS.
Focuses on enhanced connections to parallel trail/alternative route.

COST

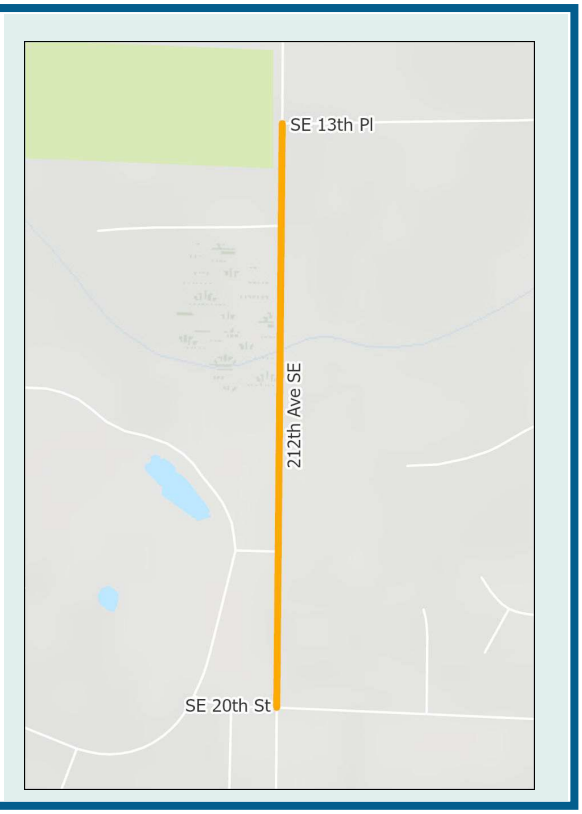
~$2,924,000



BP#7: Segment 1: 212th Avenue SE (SE 20th Street – Ebright Creek Park)

This project proposes constructing an 8-foot-wide or wider sidewalk with no buffer and a separated bicycle lane along this segment of 212th Avenue SE (Collector Arterial). Segment 1 directly connects with Segment 2 (BP#8) at Ebright Creek Park, creating a continuous active transportation corridor south to SE 8th Street.

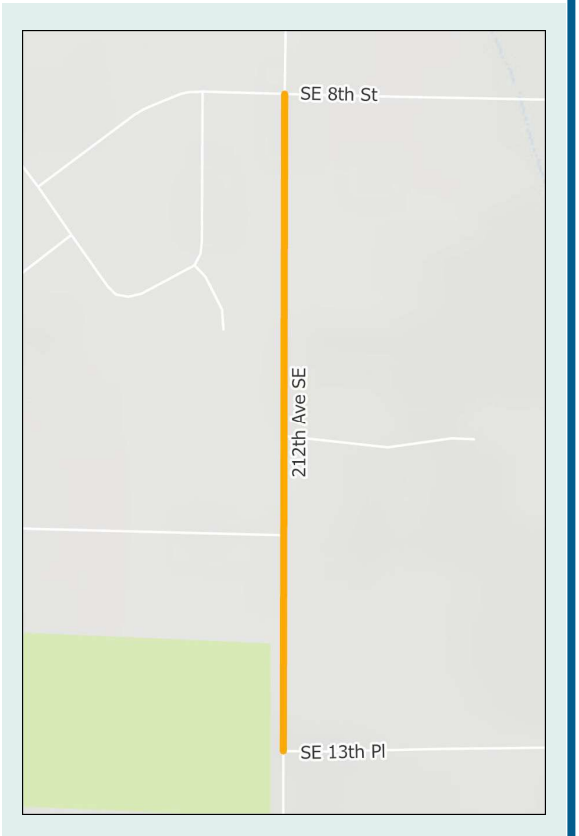
PLTS 4	BLTS 4	COST
↓	↓	↓
PLTS 2	BLTS 2	~$5,855,000



BP#8: Segment 2: 212th Avenue SE (Ebright Creek Park – SE 8th Street)

Extending the improvements from Segment 1 (BP#7), this segment is also proposed to feature an 8-foot-wide or wider sidewalk with no buffer and a separated bicycle lane along 212th Avenue SE (Collector Arterial). Running from Ebright Creek Park to SE 8th Street, this section completes the north–south facility connection. Through BP#3, it further links to Louis Thompson Road and the East Lake Sammamish Parkway, strengthening access to the Priority Network and the regional trail system.

PLTS 4	BLTS 4	COST
↓	↓	↓
PLTS 2	BLTS 2	~$3,167,000



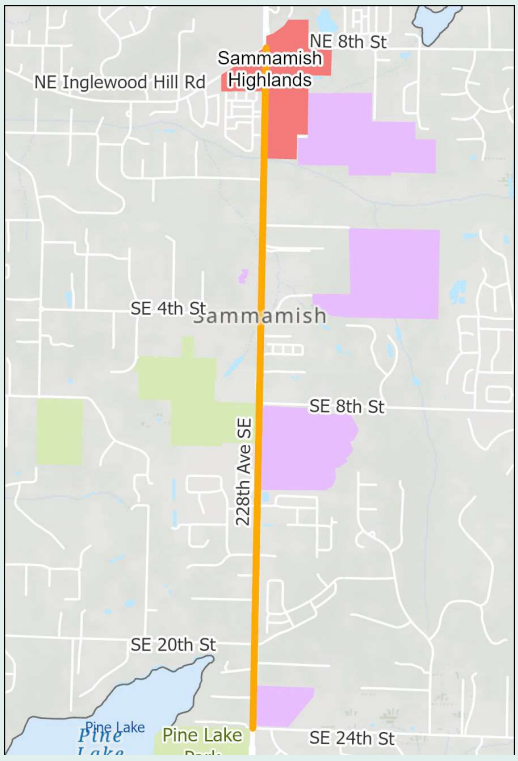
BP#9: 228th Avenue SE (SE 24th Street – NE 8th Street)

This project proposes wayfinding signage and striping improvements for approximately two miles of shared-use path along 228th Avenue SE (Principal Arterial), between SE 24th Street and NE 8th Street. The enhancements aim to better guide pedestrians and bicyclists, improve visibility, and clarify shared path use for all users.

No change to PLTS or BLTS.
Focuses on enhanced wayfinding for existing shared use path.

COST

~$162,000



BP#10: 228th Avenue (SE 40th Street – City Limits)

This project proposes constructing an 8-foot-wide (or wider) sidewalk without a buffer from 33rd Court to SE 40th Street along 228th Avenue (Principal Arterial), paired with a separated bicycle lane for the full project extent. The project also plays a strategic connectivity role by linking directly with BP#1 and BP#9, which are other proposed projects along 228th Avenue SE.

PLTS 4

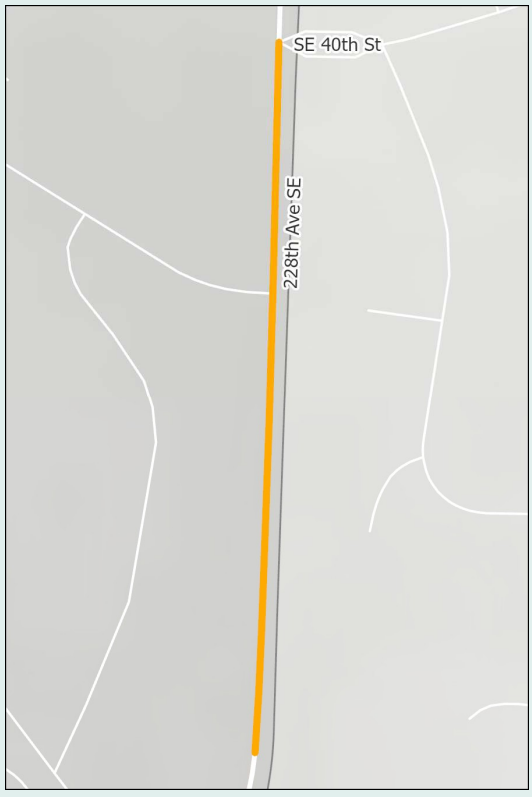
PLTS 2

BLTS 4

BLTS 2

COST

~$5,277,000



PROPOSED PROJECTS OUTSIDE THE PRIORITY NETWORK

While the Bicycle and Pedestrian Priority Network provides a framework for identifying key corridors for walking/rolling and biking improvements, it does not capture all mobility needs across the City. In particular, safe and convenient access to schools is a priority for Sammamish that often extends beyond arterial and collector roadways. To support broader community safety and access goals, this Plan also considers school-related non-motorized needs outside the defined Priority Network and coordinates with the City's 2024 Parks, Recreation, and Open Space (PROS) Plan to ensure alignment between mobility and recreation trail planning efforts.

SCHOOL ACCESS ANALYSIS

This Plan identifies school access projects beyond the Bicycle and Pedestrian Priority Network. While many schools in Sammamish are accessed off arterials and collectors, additional project needs exist for safely accessing schools from local streets. To address this, a school access analysis was conducted to identify projects that would improve access to schools along local roadways and shared use paths. This analysis compliments the GIS-based prioritization used to identify the top 10 projects within the Bicycle and Pedestrian Priority Network, which also considered school proximity as a key variable.

The school access analysis used GIS to identify candidate projects within a ½ mile buffer around public schools. This distance reflects a reasonable walking distance for elementary school-aged students. Given the number and distribution of schools in Sammamish, the ½-mile buffers also helped cover much of the City, supporting a targeted yet comprehensive approach. The analysis focused on identifying gaps in existing sidewalks, bicycle facilities, and shared-use paths that connect schools with surrounding neighborhoods, parks, commercial areas, and transit. School attendance zones and walk zone maps were also referenced to help vet candidate projects. Figure 42 through Figure 44 show the candidate school access projects, displayed in three sections of the City. The projects include sidewalks, bicycle facilities, shared use paths and modifications to existing barriers to improve bicycle and pedestrian mobility.

The candidate projects were scored using the Plan's recommended prioritization criteria for the City's Sidewalk Gap & Non-Motorized Program (See Table 16). Table 18 documents the top five scoring projects. The top five scoring projects are recommended for consideration in the City's School Zone Safety Improvement Program, as funding allows. Shared-use path projects were excluded from the top five due to their length and cost; these projects require further refinement into implementable segments. The Plan recommends that the City continue developing these shared-use path projects as part of corridor studies and the broader non-motorized transportation program.

COORDINATION WITH THE 2024 PARKS, RECREATION, AND OPEN SPACE PLAN

Another aspect that is important for this Plan to acknowledge is that there is a desire to find opportunities to connect the multimodal transportation network within the City's right-of-way with the recreational trails network. The 2024 Parks, Recreation, and Open Space (PROS) Plan was reviewed and considered in the drafting of the Bicycle and Pedestrian Mobility Plan, particularly as part of the school access analysis. The PROS Plan and the school access analysis both include

projects that upgrade and fill in gaps identified along the Williams Pipeline, the southern portion of the Bonneville Power Administration transmission lines in the Klahanie area of the city and the SE 32nd Street right-of-way, as shown in Figures 42-45. These areas are also identified in the PROS Plan as part of the Conceptual Recreational Trail System (Map 16).

Additional PROS Plan trails that serve multimodal, transportation-focused functions will be further evaluated for programing in the 2026 TMP Update. This will include opportunities to coordinate improvements within the City's Priority Network and potential trail connections that provide access to commercial centers, transit, and/or to the East Lake Sammamish Trail, as well as provide connectivity through populated areas of the city. Two additional areas staff will further review include the Ebright Creek and George Davis Creek vicinities. This work will require tabletop coordination efforts along with feasibility studies to determine options, priorities and potential challenges. It is also important to note that for a multimodal transportation facility (sidewalk, shared use path, etc.) to be considered part of our transportation network it must be ADA accessible. These projects and other ADA compliant, transportation-focused trail concepts in the PROS plan will be evaluated for programming in the TMP Update that will begin in 2026.

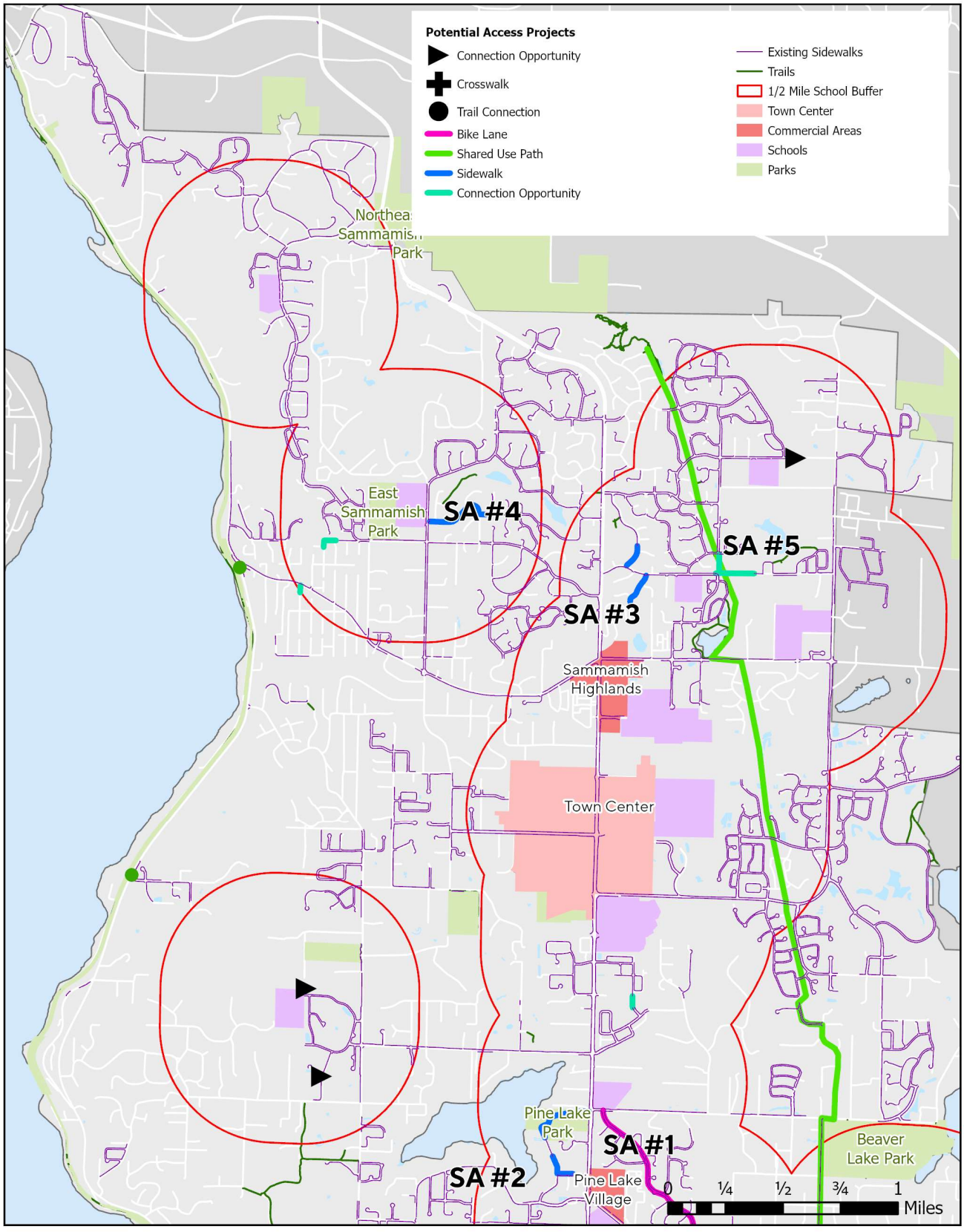


FIGURE 42: POTENTIAL SCHOOL ACCESS PROJECTS - NORTH SAMMAMISH

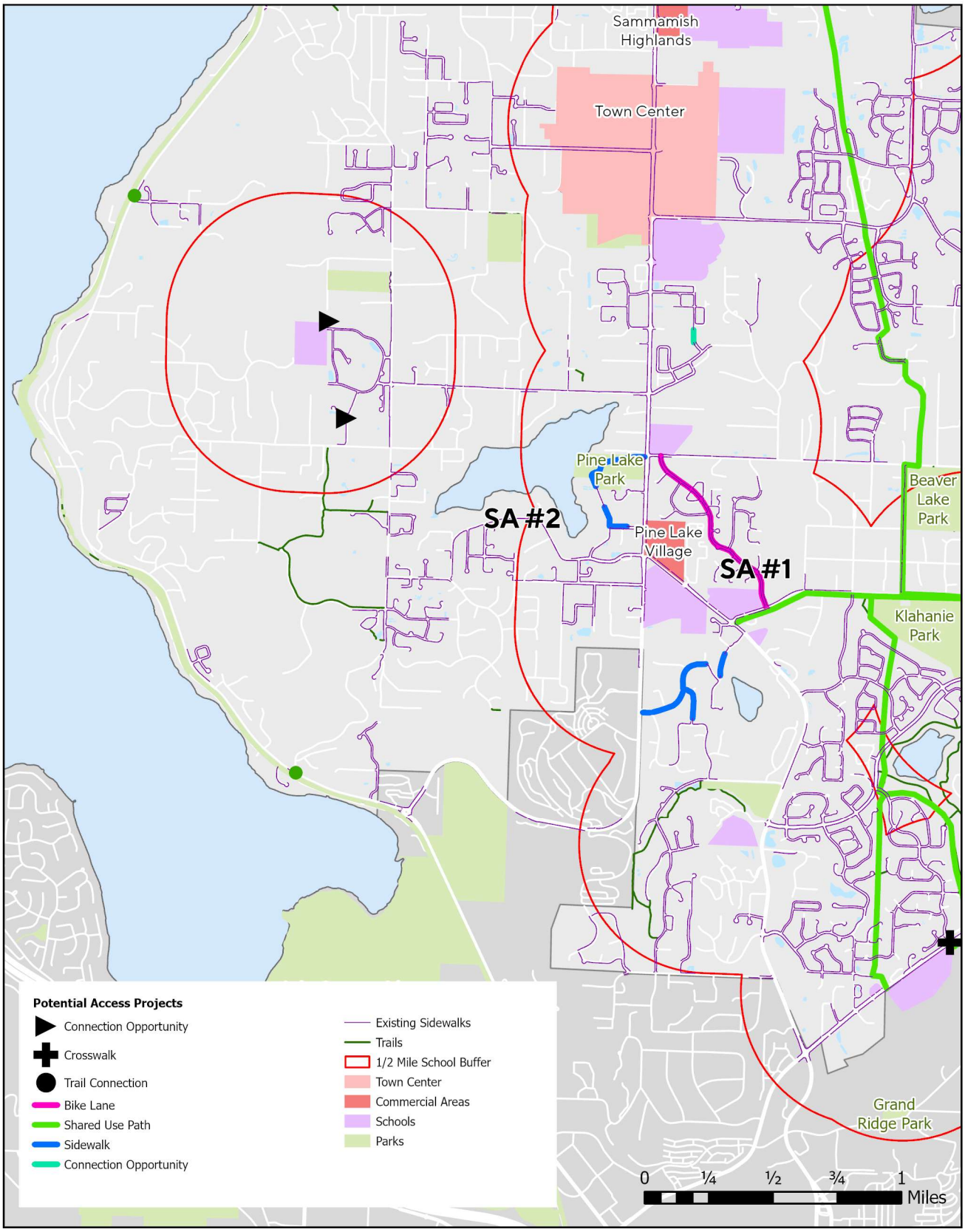


FIGURE 43: POTENTIAL SCHOOL ACCESS PROJECTS – SOUTH/WEST SAMMAMISH

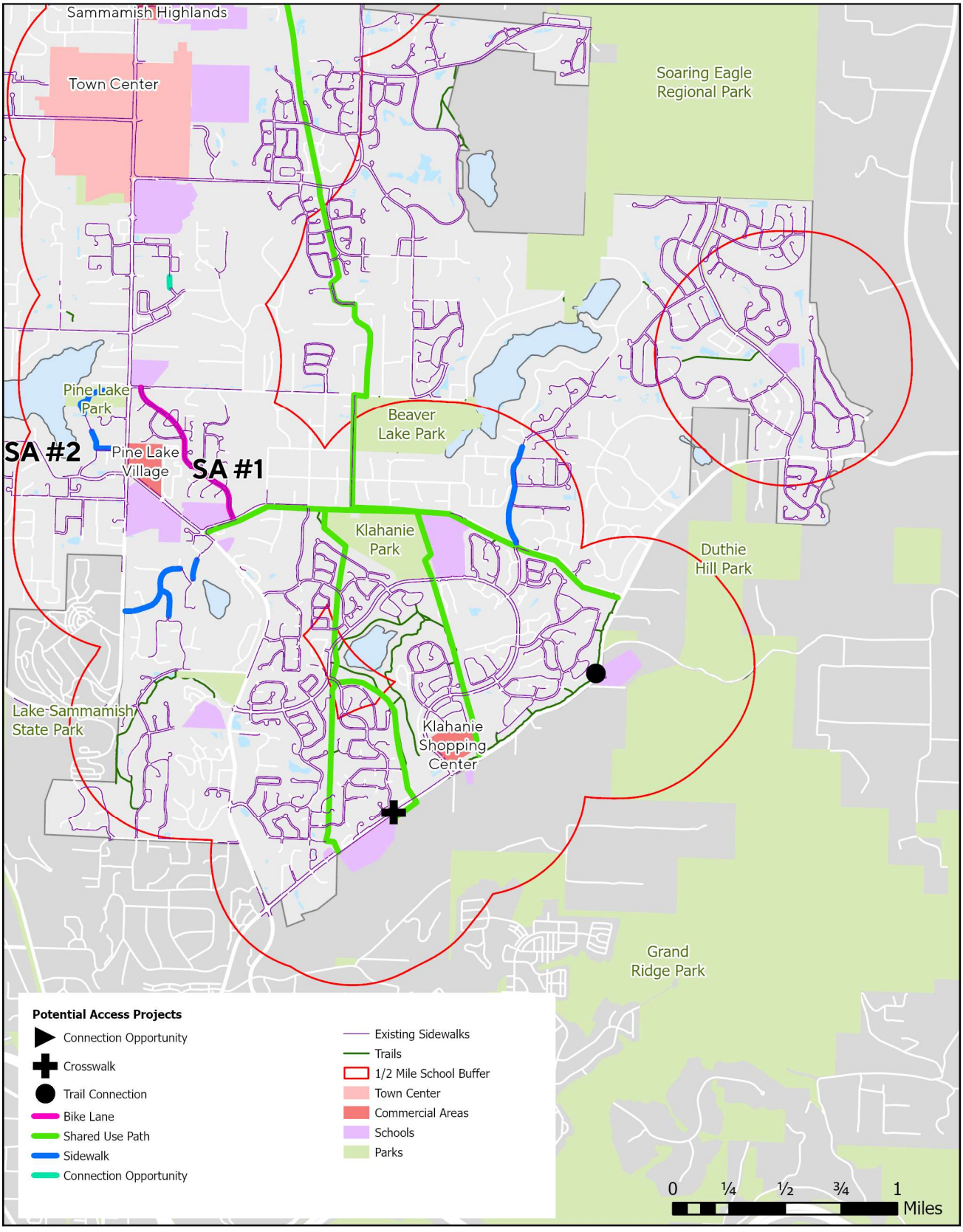


FIGURE 44: POTENTIAL SCHOOL ACCESS PROJECTS – SOUTH/EAST SAMMAMISH

TABLE 18. SCHOOL ACCESS PROJECTS

PROJECT ID	Rank	Project Location	Vicinity	Project Improvement	Cost
SA 1	1	*Audubon Park Dr SE*	SE 24th St to SE 32nd Way	Bicycle Lanes	$57,360
SA 2	2	SE 26th St, 226th Ave SE, SE 29th St	Pine Lake Park connections	Sidewalks	$1,951,025
SA 3	3	229th & 230th Ave NE	Cimarron Park to NE 14th St, NE 14th St to NE 12th Pl	Sidewalks	$1,615,723
SA 4	4	*NE 17 & 18th Place*	216th Ave NE to 220 Pl NE	Sidewalks	$2,292,273
SA 5	5	*NE 14th & 236th Ave NE*	Connect NE 14th gaps, connect 235th Ave NE & 26th Ave NE to NE 14th	Sidewalk and Road Connection	$5,181,397

Chapter 7: Next Steps

The next steps for implementing the Sammamish Bicycle and Pedestrian Mobility Plan will focus on integrating priority projects into future TIP updates, advancing design and engineering for high-need locations, and pursuing diverse funding sources. Policy updates, such as bicycle and pedestrian facility recommendations, crosswalk guidance, and updates to project scoring criteria, are expected to guide future project selection and development. These efforts are intended to align with the forthcoming TMP update, which is anticipated to incorporate policy language supporting local connections between private developments, nearby streets, and key destinations as well as updates to code and right-of-way standards. Coordination with ongoing projects and regional partners may support cohesive network development, while progress can be monitored through measurable outcomes and periodic plan updates.

Appendices

CONTENTS

APPENDIX A

PEER REVIEW MEMORANDUM

PLANS AND POLICIES PEER REVIEW MEMORANDUM

DATE: March 2025

TO: Lindsey Channing, Greg Stamatiou | City of Sammamish

FROM: Wintana Miller, PE, PTOE, Bincy Koshy, Alexander Emmons | DKS Associates

SUBJECT: City of Sammamish Bicycle and Pedestrian Mobility Plan – Plans and Policies Peer Review Memorandum

Project # 24810-007

The Transportation Master Plan (TMP) of the City of Sammamish that was adopted in December 2024 focuses on developing a well-connected multimodal transportation network in the City. To achieve this objective, the City of Sammamish Bicycle and Pedestrian Mobility Plan (Plan) was recommended to be prepared. The goals and objectives of the Plan were developed based on the review of similar peer cities plans (Bellevue, Issaquah, Redmond, and Bellingham) and City of Sammamish policies and plans. This will help develop an understanding of the pedestrian and bicycle needs and requirements and guide the City decision makers concerning future nonmotorized facility needs. This memorandum summarizes the completed peer review.

PLANS AND POLICIES REVIEW

Peer review of similar city plans offer insight and highlight effective strategies based on approaches that have worked in similar contexts. Peer city plans that were reviewed include:

- City of Bellevue Pedestrian and Bicycle Transportation Plan Report
- City of Issaquah Mobility Master Plan
- Redmond Transportation Master Plan
- Bellingham Pedestrian and Bicycle Master Plan

CITY OF BELLEVUE PEDESTRIAN AND BICYCLE TRANSPORTATION PLAN REPORT (FEBRUARY 2009)[1]

The primary goal of this plan is to design, build, and maintain an integrated, comprehensive network of pedestrian and bicycle facilities in collaboration with community stakeholders. Some of the goals and policies that align with the Sammamish Plan's focus include:

- Provide transportation choices for those who can or wish to travel by foot or bicycle to destinations within their neighborhood, city, and the greater Eastside and region
- Improve health and fitness and enhance recreational benefits

[1] https://bellevuewa.gov/sites/default/files/media/pdf_document/ped-bike-plan-2009.pdf

- Ensure that those in the community who cannot drive due to age, income, or disability have mobility options
- Provide a safe and accessible street environment for all users
- Reduce pedestrian/vehicle and bicycle/vehicle accidents by 25 percent from 2007 levels within 10 years
- Increase trips made by bicycles and foot by 10 percent over 2009 levels within 10 years
- Design and coordinate the proximity of bike racks, wheelchair access and other pedestrian amenities with transit facilities
- Ensure safe crossing opportunities for pedestrians or avoid barriers by constructing pedestrian crossing improvements at intersections and midblock crossings
- Provide for adequate pedestrian and bicycle connections in newly developing and redeveloping areas of the city

The Bellevue plan focuses on policy refinements in the following areas:

- Implementation Targets: The plan incorporates performance metrics to evaluate progress in establishing a safe, convenient, and appealing environment for bicycling and walking.
- Improvement Priorities: The plan provides a framework for evaluating pedestrian and bicycle projects, prioritizing those that enhance network connectivity, improve access to key community facilities, and address safety concerns.
- Context Sensitive Design: The plan emphasizes context-sensitive design that involves the public in designing transportation facilities that are safe.
- Inter-Departmental Coordination: The plan includes a coordinated approach involving multiple city departments to implement pedestrian and bicycle projects.
- Best Practices: The plan encourages learning from other cities that have successful pedestrian and cycling infrastructure.
- Standard Operation Procedures: While it is standard practice for Bellevue to incorporate non-motorized facilities and connections throughout the process, there is a need to foster a "complete streets" mindset.

PERFORMANCE MEASURES

The City keeps track of completed bicyclist and pedestrian projects and uploads updated reports online (View the reports here). Some of the performance measures include:

- Pedestrian facilities added by year
- Arterial sidewalks added by year
- Bicycle facilities added by year
- Priority bicycle corridors completion status

MULTIMODAL LEVEL OF SERVICE

This plan does not include a measurement of multimodal level of service, but repeatedly emphasizes the importance of a multimodal transportation system.

CITY OF ISSAQUAH MOBILITY MASTER PLAN (MARCH 2021)[2]

This plan focuses on the following nonmotorized goals and policies that align with the intent of the Plan:

- Goal: Provide safe and comfortable streets that encourage people to walk, bike, or use transit
  - Policy: Implement safety improvements with a history of severe and/or fatal collisions
- Goal: Design mobility to improve outcomes for the environment, for public health and for equitable access to resources and opportunities
  - Policy: Expand transportation access to services, jobs, and activities for seniors, people with disabilities, and low-income residents
- Goal: Develop a multimodal, balanced transportation system that will support increased transportation options for the community
  - Policy: Build a connected street grid that prioritizes the movement of people and goods
- Goal: Build a system that enhances local connectivity and comfortable walking network
- Goal: Develop a bicycle network that attracts people of all ages and abilities and provides access to destinations throughout the community
  - Policy: Increase use of electric bicycles to support bicycle use in hilly areas
- Goal: Advance the transit system to connect to the region and improve access to transit for all community members.
  - Policy: Provide safe non-motorized connections to transit facilities

PERFORMANCE MEASURES

The City of Issaquah maintains a Mobility Performance Dashboard on their website (Access the dashboard here). Some of the performance measures include:

- Linear feet of bicycle facilities and walkways constructed and maintained
- Commute mode share
- Residents perception of mobility modes within Issaquah

MULTIMODAL LEVEL OF SERVICE

The plan adopts the LTS framework to design bike infrastructure for cyclists of varying abilities

REDMOND TRANSPORTATION MASTER PLAN (MAY 2013)[3]

This plan (2013 Update) guides transportation decisions and investments for a time period of 18 Years. Some of the goals that align with the Sammamish Plan's focus include:

- Create a safe and walkable environment
  - Create high-quality pedestrian environments in urban centers and light rail station areas

[2] https://www.issaquahwa.gov/DocumentCenter/View/7365/Issaquah_Mobility_Master_Plan?bidId=

[3] https://www.redmond.gov/DocumentCenter/View/852/FULL_TRANSPORTATION_MASTER_PLAN?bidId=

    - Complete a high-density, well-connected network of pedestrian facilities throughout all Redmond neighborhoods
    - Improve the safety and comfort of pedestrian crossings and increase separation of pedestrians from traffic
- Encourage a "Bicycle Renaissance" in Redmond
    - Promote a dense, connected network of on-street bicycle facilities
    - Provide abundant access to bicycles through supporting programs and facilities
- Incorporate "Complete Streets" design principles
    - Enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities
- Promote walking and biking as attractive transportation modes
    - Provide safe, comfortable, and interesting pedestrian and bicycle infrastructure, helping to increase access to neighborhoods and support urban centers
- Improve connectivity and accessibility for pedestrians and bicyclists
    - Improve connectivity for both pedestrians and bicyclists throughout the city, particularly to transit stations and urban centers
- Increase mode share for walking and bicycling
- Integrate active transportation into broader transportation planning efforts
    - The TMP identifies actions to integrate active transportation into broader transportation planning efforts, like updating zoning codes to be consistent with the goals of the plan, and conducting studies to evaluate the need for additional regional trail connections

PERFORMANCE MEASURES

Redmond has selected nine key performance indicators, referred to as "dashboard measures," to gauge the plan's progress. These measures are featured in the City's regular transportation performance measurement report, the Mobility Report Card. The methodology to calculate each performance measure is shown in Chapter 3 of the TMP (Access the TMP here). The relevant performance measures include:

- Connectivity: Percentages of the Downtown urban center and Overlake Village, by developed square footage, that achieve connectivity levels of "medium" or higher
- Network Completion: Segments of the bicycle modal corridor network are considered "complete" if they are served by a trail or another type of physically separated bikeway, such as a cycle track. Pedestrian network completion is the percent of connections within Redmond's pedestrian priority zones that achieve a high level of pedestrian-oriented design, including increased width and landscaping; the percent of the transportation network in Redmond's neighborhoods that has some pedestrian facility present.
- Mode Share: Percentage of daily trips made by means other than the single occupant vehicle (i.e., walking, bicycling, transit, and carpooling) among Redmond residents within the city
- Safety: Per capita traffic-related injury and fatality rate for Redmond

MULTIMODAL LEVEL OF SERVICE

This plan considers multimodal levels of service. Instead of relying solely on traditional metrics like vehicle miles traveled or automobile delay, Redmond's plan-based concurrency system utilizes a mode-neutral measure called the "mobility unit" (MU). This unit represents person-miles traveled, allowing for various modes to be included.

This plan also considers distance between crosswalks and provides recommendations to provide a pedestrian friendly environment

BELLINGHAM PEDESTRIAN AND BICYCLE MASTER PLAN (APRIL 2024)[4]

The City of Bellingham adopted two separate documents namely the Bicycle Master Plan and the Pedestrian Master Plan. Both plans identified several policies, projects, and programs to achieve the following goals:

- Safety: Improved pedestrian and bicyclist safety through well-designed walking and biking facilities and by promoting safe travel behaviors
- Equity: Provide accessible pedestrian and bicycle facilities through equitable community engagement and prioritizing investments in underserved communities
- Connectivity: Provide a citywide network of accessible and comfortable pedestrian and bicycle infrastructure that connects people of all ages and abilities to major activity centers
- Increased Trips: Increase the proportion of walking and biking trips to promote a healthy Bellingham and remove access barriers to create an accessible and safe environment

PERFORMANCE MEASURES

Bellingham uses the Transportation Reports on Annual Mobility (TRAM) to document transportation concurrency status on the citywide multimodal transportation network (Access website here).

The bicycle performance measures include:

- Bicyclist/micromobility crashes
- Serious injury or fatal bicyclist/micromobility crashes
- Level of traffic stress
- Area of historical underinvestment or greatest need
- Access to low-income housing
- Complete, connected network
- Park and trail access
- School bike routes
- Citywide biking rate
- Rate of kids biking to school

The pedestrian performance measures include:

- Pedestrian crash rate
- Serious injury or fatal pedestrian crashes
- Accessible sidewalks and crossings
- Area of historical underinvestment or greatest need
- Access to low-income housing
- Sidewalk condition
- Transit connections

[4] Bellingham Bicycle Master Plan - https://cob.org/wp-content/uploads/Bellingham-Bicycle-Plan-Master-Plan-v7-20240422sm.pdf

Bellingham Pedestrian Master Plan - https://cob.org/wp-content/uploads/2024_11_25_Bellingham-Pedestrian-Plan-Master-Plan_v6.pdf

- School walk routes
- Complete pedestrian network
- Citywide walk rate
- Rate of kids walking to school

MULTIMODAL LEVEL OF SERVICE

The plan adopts the Oregon Department of Transportation (ODOT) LTS framework to identify high-stress intersections and corridors.

CITY OF SAMMAMISH TRANSPORTATION MASTER PLAN (DECEMBER 2024)[5]

The Transportation Master Plan (TMP) which is adopted by reference into Volume 2 of the City's Comprehensive Plan emphasizes enhancement of connectivity within the city and to the region.

Per the TMP, the Sammamish community has a vision for greater pedestrian mobility and connectivity throughout. To achieve this vision, an integrated network of sidewalks, bicycle facilities, single and multi-purpose trails is needed to connect neighborhoods to local activity centers, including schools, parks, transit, commercial areas, Town Center, and regional destinations as feasible. The development of an integrated network of pedestrian facilities requires a holistic approach and interdepartmental coordination between Parks and Public Works Departments to bring greater efficiency to the effort of building needed pedestrian infrastructure throughout Sammamish.

COMMON THEMES

The common themes across these plans include:

- Improve pedestrian and bicycle **safety and connectivity** through better infrastructure and facilities along and across streets and reduce pedestrian/vehicle and bicycle/vehicle crashes.
- Implement a framework of **pedestrian and bicycle projects** that prioritize bicycle and pedestrian network connectivity, accessibility to key community facilities, and addresses crossing challenges and issues.
- Incorporate a **'complete streets'** mindset and design principles such that people of all ages and abilities are encouraged to use non-motorized transportation in the City.

PLAN GOALS AND OBJECTIVES

A workshop with City staff was conducted by DKS on December 11th, 2024 to understand project goals and objectives and other items. Based on the plan reviews documented above for adjacent cities and the workshop conducted with City staff, the goals and objectives of the Plan are as follows:

- Ensure alignment of the Plan with the goals in Sammamish's TMP and focus on providing a safe, connected, and efficient walking and biking network in Sammamish
- Confirm framework for evaluating bicycle and pedestrian projects – The City of Sammamish 2025-2030 Transportation Improvement Plan (TIP) documents the project scoring criteria for

[5] https://www.sammamish.us/media/2iwh3bfk/transportation-master-plan-final-sml.pdf

all types of projects as well as specific program criteria for the Sidewalk Gap & Non-Motorized Program in the Citywide Ongoing Transportation Programs category. These existing criteria will be evaluated and updated if needed to evaluate the bicycle and pedestrian projects.
- Add bicycle and pedestrian projects to the Transportation Improvement Plan (TIP)
- Create policies around complete streets, ebikes, crossing frequency, and crossing type

PERFORMANCE MEASURES

Based on feedback received from the City workshop and goals and objectives defined, the following data-driven performance measures are proposed to gauge progress in improving access and mobility for pedestrians and bicyclists:

- Bicycle Facilities Built: This measure tracks the total mileage of bicycle facilities constructed, such as bike lanes, shared-use paths, and general bike infrastructure. The goal is to enhance connectivity and safety for bicyclists by providing a comprehensive network that encourages cycling as a viable mode of transportation.
- Pedestrian Facilities Built: This metric monitors the development of pedestrian-oriented infrastructure, including sidewalks and crosswalks. The aim is to increase accessibility and safety for pedestrians, particularly in areas with high foot traffic.
- Multimodal LOS: This performance measure evaluates the quality and efficiency of transportation systems that accommodate multiple modes, including walking and biking. Multimodal LOS provides a more comprehensive view of the transportation network's performance by considering the needs of all users, rather than prioritizing motor vehicles. Bicycle LOS and Pedestrian LOS were included in the TMP adopted in December 2024.

APPENDIX B

WSDOT GUIDANCE ON LEVEL OF TRAFFIC STRESS

LTS Guidelines - WSDOT Design Manual

WSDOT manual https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/M22-0123Revision.pdf

Ped LTS Guidelines - page 1510-3 to 1510-5

Bike LTS Guidelines - page 1520-8 and 1520-9

WSDOT Pedestrian LTS Guidelines

Exhibit 1510-1 Pedestrian Level of Traffic Stress (PLTS) no dedicated pedestrian facility, with shoulder

No dedicated pedestrian facility, with shoulder								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 – 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1510-2 Pedestrian Level of Traffic Stress (PLTS) based on Sidewalk Width

5' to 7.5' Sidewalk with no buffer								
Lane configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	3	4	4	4
	751 - 1500	1	1	2	3	4	4	4
	1501 - 3000	1	1	2	3	4	4	4
	> 3000	2	2	2	3	4	4	4
2 thru lanes per direction	0 - 6000	2	2	2	3	4	4	4
	> 6000	2	2	3	4	4	4	4
3+ thru lanes per direction	Any ADT	2	2	3	4	4	4	4

Sidewalk 8' or wider with no buffer								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	2	2	3	3	4
	751 - 1500	1	1	2	2	3	3	4
	1501 - 3000	1	1	2	2	3	3	4
	> 3000	2	2	2	2	3	3	4
2 thru lanes per direction	0 - 6000	2	2	2	2	3	3	4
	> 6000	2	2	2	2	3	3	4
3+ thru lanes per direction	Any ADT	2	2	2	2	3	3	4

Exhibit 1510-3 Pedestrian Level of Traffic Stress (PLTS) Sidewalk with Buffer

Sidewalk separated by physical separation[1]								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	1	1	2	2	2	2
	751 - 1500	1	1	1	2	2	2	2
	1501 - 3000	1	1	1	2	2	2	2
	> 3000	2	2	2	2	2	2	2
2 thru lanes per direction	0 - 6000	2	2	2	2	2	2	2
	> 6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

[1] Physical separation typically consists of either a planting strip or other constructed buffer strip, a separated bicycle lane, a parking lane, or traffic barrier. Note that a roadway shoulder or a conventional bicycle lane are not considered physical separation.

WSDOT Bicycle LTS Guidelines

Exhibit 1520-5 Bicycle Level of Traffic Stress in mixed traffic (no bicycle facility)

BLTS in mixed traffic (no bicycle facility)								
Lanes	AADT	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0 - 750	1	2	3	4	4	4	4
	751 - 1500	1	2	3	4	4	4	4
	1501 - 3000	2	2	3	4	4	4	4
	> 3000	2	3	3	4	4	4	4
2 thru lanes per direction	0 - 6000	3	3	3	4	4	4	4
	> 6000	3	3	4	4	4	4	4
3+ thru lanes per direction	Any ADT	4	4	4	4	4	4	4

Exhibit 1520-6 Bicycle Level of Traffic Stress for Conventional Bike Lane

Conventional Bike Lanes (5' or greater)								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-6000	2	2	2	3	4	4	4
	>6000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Exhibit 1520-7 Bicycle Level of Traffic Stress for Buffered Bike Lane

Buffered Bike Lanes (minimum 2' buffer / greater than or equal to 7 feet total)								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	2	3	4	4	4
	751-1500	1	1	2	3	4	4	4
	1501-3000	1	1	2	3	4	4	4
	3000+	2	2	2	3	4	4	4
2 thru lanes per direction	0-6000	2	2	2	3	4	4	4
	>6000	2	2	3	3	4	4	4
3+ thru lanes per direction	Any ADT	3	3	3	4	4	4	4

Exhibit 1520-8 Bicycle Level of Traffic Stress for Separated Bike Lane

Separated Bicycle Lane								
Lane Configuration	AADT (total)	Target Speed						
		≤20	25	30	35	40	45	50+
1 thru lane per direction (or 1 lane one-way street)	0-750	1	1	1	2	2	2	2
	751-1500	1	1	1	2	2	2	2
	1501-3000	1	1	1	2	2	2	2
	3000+	2	2	2	2	2	2	2
2 thru lanes per direction	0-6000	2	2	2	2	2	2	2
	>6000	2	2	2	2	2	2	2
3+ thru lanes per direction	Any ADT	2	2	2	2	2	2	2

APPENDIX C

EXISTING CONDITIONS LTS/LOS ANALYSIS FROM GIS

Existing Conditions LTS/LOS Analysis from GIS

FID	Road Name	City Functional Classification	Lanes	AADT (Traffic Volumes)	Posted Speed Limit	Sidewalk on Roadway Segment	Bike Lanes on Roadway Segment	Bike Lane Buffer Presence	Sidewalk Width	Separated Sidewalk (Yes/No)	Bicycle LTS	Pedesrian LTS	LTS Guidelines for LOS	Bicycle LOS	Pedestrian LOS
0	244th Ave NE	Major Collector	2	5532	35	0	0	0	0	0	4	4	2	red	red
1	East Lake Sammamish Pkwy NE	Minor Arterial	2	14953	35	1	2	0	0	0	3	4	3	green	yellow
2	216th Ave NE	Collector Arterial	2	3725	25	2	0	0	5	0	3	2	2	red	green
3	SE Klahanie Blvd	Collector Arterial	2	3751	25	2	0		5	1	3	2	2	red	green
4	256th Ave SE	Collector Arterial	2	4051	25	2	0	0	5	1	3	2	2	red	green
5	SE Duthie Hill Rd		0	6119	0	0	0		0	0	0	0	0		
6	E Main Dr	Collector Arterial	2	2483	30	2	0	0	5	0	3	2	2	red	green
7	Trossachs Blvd SE	Collector Arterial	2	6756	35	2	2	0	5	1	3	3	2	yellow	yellow
8	SE Issaquah-Fall City Rd		0	0	0	0	0		0	0	0	0	0		
9	Klahanie Dr SE	Collector Arterial	2	10199	25	2	0		5	1	3	2	2	red	green
10	SE 43rd Way	Principal Arterial	3	14943	35	1	2	0	0	0	3	4	2	yellow	yellow
11	SE Issaquah-Fall City Rd	Principal Arterial	4	17957	35	2	2	Buffered	5	0	3	4	2	yellow	yellow
12	292nd Ave SE		0	0	0	0	0		0	0	0	0	0		
13	SE 8th St	Collector Arterial	2	2395	25	0	0	0	0	0	2	2	2	green	green
14	Trossachs Blvd SE	Collector Arterial	2	6756	35	2	2	0	5	1	3	3	2	yellow	yellow
15	244th Ave SE	Collector Arterial	2	5532	30	1	2	0	0	0	2	3	2	green	yellow
16	217th Ave NE	Collector Arterial	2	2351	25	0	0	0	0	0	2	2	2	green	green
17	SE 24th St	Collector Arterial	2	1731	30	0	0		0	0	3	3	2	red	red
18	SE 32nd St	Collector Arterial	2	2010	25	1	2	0	0	0	2	2	2	green	green
19	216th Ave SE	Collector Arterial	2	1619	25	1	2	0	6	0	1	2	2	green	green
20	222nd Pl SE	Collector Arterial	2	1619	25	1	2	0	0	0	1	2	2	green	green
21	SE 30th St	Collector Arterial	2	3226	25	1	2		0	0	2	3	2	green	yellow
22	SE 24th Way	Collector Arterial	2	1012	25	0	0	0	0	0	2	2	2	green	green
23	216th Ave NE	Collector Arterial	2	4916	25	0	0	0	0	0	3	3	2	red	red
24	218th Ave SE	Collector Arterial	2	2351	25	0	0	0	0	0	2	2	2	green	green
25	SE Windsor Dr	Collector Arterial	2	2814	25	2	0	0	5	1	2	1	2	green	green
26	244th Ave NE	Minor Arterial	2	7982	35	2	1	0	5	0	4	3	3	yellow	green
27	244th Ave NE	Minor Arterial	2	5532	35	0	0	0	0	0	4	4	3	red	red
28	SE 43rd Way	Principal Arterial	3	14943	35	0	2	0	0	0	3	4	2	yellow	red
29	SE Issaquah-Fall City Rd		0	0	0	0	0		0	0	0	0	0		
30	SE Duthie Hill Rd	Principal Arterial	2	10145	35	0	0	0	0	0	4	4	2	red	red
31	SE Duthie Hill Rd	Principal Arterial	2	11493	35	0	0		0	0	4	4	2	red	red
32	Sahalee Way NE	Principal Arterial	2	14966	45	0	0	0	0	0	4	4	2	red	red
33	SE 20th St	Collector Arterial	2	4388	30	1	2	0	0	0	2	3	2	green	yellow
34	SE Issaquah-Beaver Lake Rd	Minor Arterial	2	6232	35	0	0	0	0	0	4	4	3	red	red
35	Issaquah-Pine Lake Rd SE	Principal Arterial	2	14445	35	0	0		0	0	4	4	2	red	red
36	SE 24th St	Major Collector	2	6281	35	2	0	0	0	0	4	3	2	red	yellow
37	SE 4th St	Collector Arterial	2	5470	25	2	2	0	8	1	2	2	2	green	green
38	SE 32nd Way	Minor Arterial	2	5683	35	2	2		6	1	3	3	3	green	green
39	SE 32nd St	Minor Arterial	2	4704	35	1	1	0	0	0	4	4	3	yellow	yellow
40	NE 8th St	Minor Arterial	2	10100	35	2	0	0	5	0	4	3	3	red	green
41	228th Ave SE	Principal Arterial	4	20118	35	2	2	0	7	1	3	4	2	yellow	yellow
42	228th Ave NE	Principal Arterial	4	19836	35	3	1	0	5	1	2	2	2	green	green
43	218th Ave SE	Collector Arterial	2	2409	25	0	0	0	0	0	2	2	2	green	green
44	Issaquah-Pine Lake Rd SE	Principal Arterial	4	16693	35	2	0	0	5	0	4	4	2	red	yellow
45	228th Ave SE	Principal Arterial	2	14385	35	0	0	0	0	0	4	4	2	red	red
46	SE Pine Lake Rd	Collector Arterial	2	3226	25	1	0	0	5	1	3	3	2	red	yellow
47	244th Ave NE	Minor Arterial	2	7982	35	2	1	0	5	1	4	3	3	yellow	green
48	East Lake Sammamish Pkwy NE	Principal Arterial	2	15266	35	0	2	0	0	0	3	4	2	yellow	red
49	Issaquah-Pine Lake Rd SE	Principal Arterial	2	11307	35	2	0		6	0	4	3	2	red	yellow

FID	Road Name	City Functional Classification	Lanes	AADT (Traffic Volumes)	Posted Speed Limit	Sidewalk on Roadway Segment	Bike Lanes on Roadway Segment	Bike Lane Buffer Presence	Sidewalk Width	Separated Sidewalk (Yes/No)	Bicycle LTS	Pedesrian LTS	LTS Guidelines for LOS	Bicycle LOS	Pedestrian LOS
50	228th Ave SE	Principal Arterial	2	14835	35	2	2		5	1	3	3	2	yellow	yellow
51	East Lake Sammamish Pkwy SE		0	0	0	0	0		0	0	0	0	0		
52	East Lake Sammamish Pkwy SE	Principal Arterial	2	12939	35	2	1	0	0	0	4	3	2	yellow	yellow
53	SE 43rd Way	Principal Arterial	4	14943	40	2	1	0	0	0	4	4	2	yellow	yellow
54	East Lake Sammamish Pkwy NE	Minor Arterial	2	7275	35	0	0	0	0	0	4	4	3	red	red
55	East Lake Sammamish Pkwy NE	Minor Arterial	2	14953	35	2	2	0	5	1	3	3	3	green	green
56	East Lake Sammamish Pkwy NE	Minor Arterial	2	14991	35	0	0	0	0	0	4	4	3	red	red
57	228th Ave NE	Principal Arterial	4	16531	35	2	1	00	5	1	4	3	2	red	yellow
58	228th Ave SE	Principal Arterial	4	19836	35	3	1		5	1	2	2	2	green	green
59	228th Ave SE	Principal Arterial	4	20118	35	3	1	0	5	1	2	2	2	green	green
60	SE 24th St SE	Collector Arterial	2	4054	35	0	0	0	0	0	4	4	2	red	red
61	248th Ave SE	Collector Arterial	2	2958	25	1	0	0	0	0	2	2	2	green	green
62	SE 24th St	Major Collector	2	5150	35	1	0	00	5	0	4	4	2	red	yellow
63	NE 37th Way	Collector Arterial	2	3980	25	1	0	0	0	0	3	3	2	red	yellow
64	NE 19th Place	Collector Arterial	2	1920	25	2	0	0	5	0	2	1	2	green	green
65	NE 16th St	Collector Arterial	2	2170	25	1	0	0	0	0	2	2	2	green	green
66	NE 16th Street	Collector Arterial	2	2200	25	2	0	0	5	0	2	1	2	green	green
67	205th Pl NE	Collector Arterial	2	2504	25	2	2	0	5	1	1	1	2	green	green
68	SE Issaquah-Fall City Rd	Principal Arterial	4	17597	35	1	2	Buffered	5	1	3	4	2	yellow	yellow
69	SE Issaquah-Fall City Rd	Principal Arterial	2	11567	35	0	2	0	5	0	3	4	2	yellow	red
70	Klahanie Dr SE	Collector Arterial	4	10199	25	2	0		5	1	3	2	2	red	green
71	SE Klahanie Blvd	Collector Arterial	2	2280	25	2	0		5	1	2	1	2	green	green
72	SE Klahanie Blvd	Collector Arterial	2	2746	25	2	0		5	1	2	1	2	green	green
73	Issaquah-Pine Lake Rd SE	Principal Arterial	2	16693	35	1	0	0	0	0	4	4	2	red	yellow
74	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	0	0		0	0	4	4	2	red	red
75	SE 32nd Way	Minor Arterial	2	5683	35	1	0		0	0	4	4	3	red	yellow
76	SE 32nd St	Minor Arterial	2	6232	35	0	0	0	0	0	4	4	3	red	red
77	SE Issaquah-Beaver Lake Rd	Minor Arterial	2	4800	35	0	0	0	5	0	4	4	3	red	red
78	218th Ave SE	Collector Arterial	2	2351	25	1	0	0	0	0	2	2	2	green	green
79	211th Way NE	Collector Arterial	2	2110	25	2	0	0	5	0	2	1	2	green	green
80	East Lake Sammamish Pkwy NE	Minor Arterial	2	10222	35	1	2	0	0	0	3	4	3	green	yellow
81	East Lake Sammamish Pkwy NE	Minor Arterial	2	10222	35	0	0		0	0	4	4	3	red	red
82	East Lake Sammamish Pkwy SE	Minor Arterial	2	7425	35	0	0	0	0	0	4	4	3	red	red
83	East Lake Sammamish Pkwy SE	Minor Arterial	2	8380	35	0	0	0	0	0	4	4	3	red	red
84	East Lake Sammamish Pkwy SE	Minor Arterial	2	8187	35	0	0	0	0	0	4	4	3	red	red
85	228th Ave SE	Principal Arterial	2	14385	35	2	2	0	6	1	4	2	2	yellow	green
86	228th Ave NE	Principal Arterial	2	15698	35	1	1	0	0	0	4	4	2	red	yellow
87			0	0	0	0	0		0	0	0	0	0	0	
88	228th Ave SE	Principal Arterial	4	24391	35	3	1	0	7	0	2	2	2	green	green
89	228th Ave SE	Principal Arterial	4	23149	35	3	1	0	7	1	2	2	2	green	green
90	SE 20th St	Collector Arterial	2	4388	30	2	2	0	5	1	2	2	2	green	green
91	SE 20th St	Collector Arterial	2	4388	30	1	2	0	0	0	2	3	2	green	yellow
92	SE 20th St	Collector Arterial	2	4388	30	2	0	0	5	0	3	2	2	red	yellow
93	NE 8th St	Minor Arterial	2	7617	35	1	0	0	0	0	4	4	3	red	yellow
94	NE 8th St	Minor Arterial	2	10100	35	2	0	0	5	0	4	3	3	red	green
95	NE 8th St	Minor Arterial	2	10100	35	2	0	0	0	0	4	3	3	red	green
96	Sahalee Way NE	Principal Arterial	2	16099	45	0	0	0	0	0	4	4	2	red	red
97	Sahalee Way NE	Principal Arterial	2	14736	45	0	0	0	0	0	4	4	2	red	red
98	228th Ave NE	Principal Arterial	2	14966	45	0	0	0	0	0	4	4	2	red	red
99	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	0	0	0	0	4	4	3	red	red

FID	Road Name	City Functional Classification	Lanes	AADT (Traffic Volumes)	Posted Speed Limit	Sidewalk on Roadway Segment	Bike Lanes on Roadway Segment	Bike Lane Buffer Presence	Sidewalk Width	Separated Sidewalk (Yes/No)	Bicycle LTS	Pedesrian LTS	LTS Guidelines for LOS	Bicycle LOS	Pedestrian LOS
100	East Lake Sammamish Pkwy NE	Minor Arterial	2	14738	35	0	0	0	0	0	3	4	3	green	red
101	SE 8th St	Collector Arterial	2	2395	25	0	0	0	0	0	2	2	2	green	green
102	SE 8th St	Collector Arterial	2	2395	25	1	1	0	0	0	2	2	2	green	green
103	NE Inglewood Hill Rd	Minor Arterial	2	8512	35	1	1	0	0	0	4	4	3	yellow	yellow
104	NE Inglewood Hill Rd	Minor Arterial	2	8512	35	2	1	0	5	0	4	3	3	yellow	green
105	228th Ave NE	Principal Arterial	4	19836	35	3	1	0	5	0	2	2	2	green	green
106	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	1	0	0	0	0	4	4	2	red	yellow
107	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	2	1	0	5	1	4	3	2	yellow	yellow
108	SE Issaquah-Fall City Rd	Principal Arterial	2	11567	35	0	0		5	0	4	4	2	red	red
109	205th Pl NE	Collector Arterial	2	2504	25	2	0	0	5	0	2	1	2	green	green
110	228th Ave NE	Principal Arterial	2	15698	45	1	1	0	0	0	4	4	2	yellow	yellow
111	SE Issaquah-Beaver Lake Rd	Minor Arterial	2	4800	35	0	0	0	0	0	4	4	3	red	red
112	SE Windsor Dr	Collector Arterial	2	2814	25	2	2		5	1	1	1	2	green	green
113	SE 8th St	Minor Arterial	2	6770	30	2	2	0	5	1	2	2	3	green	green
114	228th Ave SE	Principal Arterial	2	14385	35	0	1	0	0	0	4	4	2	yellow	red
115	212th Ave SE	Collector Arterial	2	4184	35	2	0	0	5	0	4	3	2	red	yellow
116	212th Ave SE	Collector Arterial	2	4184	25	0	0	0	0	0	3	3	2	red	red
117	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	0	0	4	4	2	red	red
118	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	5	1	4	4	2	red	red
119	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	0	0	4	4	2	red	red
120	212th Ave SE	Collector Arterial	2	4163	35	1	0	0	5	1	4	4	2	red	yellow
121	212th Ave SE	Collector Arterial	2	4163	35	1	0	0	5	1	4	4	2	red	yellow
122	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	0	0	4	4	2	red	red
123	212th Ave SE	Collector Arterial	2	4659	35	1	0	0	0	0	4	4	2	red	yellow
124	Louis Thompson Rd SE	Collector Arterial	2	3867	35	2	0	0	5	1	4	3	2	red	yellow
125	212th Ave SE	Collector Arterial	2	4807	35	1	0	0	0	0	4	4	2	red	yellow
126	212th Ave SE	Collector Arterial	2	4935	35	1	0	0	0	0	4	4	2	red	yellow
127	Louis Thompson Rd NE	Collector Arterial	2	3867	35	0	0	0	0	0	4	4	2	red	red
128	244th Ave NE	Minor Arterial	2	7982	35	1	0		0	0	4	4	3	red	yellow
129	244th Ave NE	Minor Arterial	2	6781	35	2	2	0	6	1	3	3	3	green	green
130	244th Ave NE	Major Collector	2	5532	35	1	0	0	0	0	4	4	2	red	yellow
131	244th Ave NE	Major Collector	2	5532	35	1	0	0	0	0	4	4	2	red	yellow
132	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	1	1	0	0	0	4	4	2	yellow	yellow
133	216th Ave SE	Collector Arterial	2	1619	25	1	2	0	6	1	1	2	2	green	green
134	216th Ave SE	Collector Arterial	2	1619	25	1	2	0	0	0	1	2	2	green	green
135	East Lake Sammamish Pkwy NE	Minor Arterial	2	14991	35	0	0	0	0	0	4	4	3	red	red
136	East Lake Sammamish Pkwy SE	Minor Arterial	2	12939	35	0	0	0	0	0	4	4	3	red	red
137	East Lake Sammamish Pkwy SE	Principal Arterial	2	12939	35	0	2	0	0	0	3	4	2	yellow	red
138	SE Duthie Hill Rd	Principal Arterial	2	6119	35	0	0		0	0	4	4	2	red	red
139	SE Duthie Hill Rd	Principal Arterial	2	10777	35	0	0		0	0	4	4	2	red	red
140	SE 30th St	Collector Arterial	2	3226	25	1	0		0	0	3	3	2	red	yellow
141	SE 30th St	Collector Arterial	2	3226	25	1	0		5	1	3	3	2	red	yellow
142	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	0	0	4	4	2	red	red
143	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	2	2	0	5	1	3	3	2	yellow	yellow
144	Sahalee Way NE	Principal Arterial	2	16099	45	0	0	0	0	0	4	4	2	red	red
145	Sahalee Way NE	Principal Arterial	2	16099	45	0	0	0	0	0	4	4	2	red	red
146	SE 4th St	Collector Arterial	2	5470	25	2	2	0	8	1	2	2	2	green	green
147		Minor Arterial	2	8512	35	2	2		0	0	3	3	0	green	green
148		Minor Arterial	2	8512	35	1	1		0	0	4	4	0	yellow	yellow
149		Minor Arterial	2	8512	35	2	2		0	0	3	3	0	green	green

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150		Minor Arterial	2	8512	35	0	0		0	0	4	4	0	red	red
151		Minor Arterial	2	8512	35	1	1		0	0	4	4	0	yellow	yellow
152		Minor Arterial	0	8512	35	2	2		0	0	3	3	0	green	green
153		Minor Arterial	0	8512	35	0	0		0	0	4	4	0	red	red
154		Collector Arterial	2	4935	35	0	0		0	0	0	4	0		red
155		Collector Arterial	2	4935	35	1	0		0	0	0	4	0		yellow
156		Collector Arterial	2	4935	35	0	0		0	0	4	0	0	red	
157	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	0	0	0	0	4	4	3	red	red
158	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	0	0	0	0	4	4	3	red	red
159	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	0	0	0	0	4	4	3	red	red
160	244th Ave NE	Major Collector	2	5532	35	1	0	0	0	0	4	3	2	red	yellow
161	244th Ave NE	Major Collector	2	5532	35	1	0	0	0	0	4	4	2	red	yellow
162	SE Issaquah-Fall City Rd	Principal Arterial	2	11567	35	0	2		5	0	4	4	2	red	red

APPENDIX D

PUBLIC OUTREACH COMMENTS

Public Outreach Comments via SocialPinpoint Map

City Of Sammamish Bicycle And Pedestrian Mobility Plan

Title/Question: The interactive map is now closed. Thank you for your input!
Tool Type: Social Map
Activity ID: 62
Report Date Range: 19 Feb 2025 - 23 Mar 2025
Date Exported: 24 Mar 2025 12:16 pm
Exported By: KMiller

		Category								
Date Submitted	**Your comment**	**Pedestrian Comment**	**Bicyclist Comment**	**Safety Concern**	**Other Comment**	**Address**	**Down-vote**	**Up-vote**	**Total Votes**	**Average Score**
Mar 23, 2025, 04:14 PM	SIDEWALK REQUEST, I think we should have a side walk on this road. It is a safety hazard for both cars and people. Everyday I see people walk their dogs up and down the road and cars have to go around them which could potentially cause a Collison. I have also seen dogs wonder off into the middle of the road and cause people to slam on their brakes.	1				21180 Southeast 8th Street, Sammamish, Washington 98075, United States	0	1	1	1
Mar 23, 2025, 04:02 PM	We need a sidewalk for safe walking. Everyday I pass by this spot and on most days I see multiple people walk their dogs and cars have to go around them, which makes it a safety hazard for the cars and the dogs which are known to jump around.	1				22818 Southeast 8th Street, Sammamish, Washington 98074, United States	0	0	0	0
Mar 21, 2025, 01:46 PM	A pedestrian path or sidewalk on 212th is needed between SE 24th to just past SE 32nd, and also north of Ebright Creek park. There is currently no formal walking route, and pedestrians have to walk on a gravel path that disappears or cross the street several times to get the safest walk on the shoulder. This would complete a safe route around Pine Lake.	1				2706 212th Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 21, 2025, 12:49 PM	Roll-plot comment from 2/26/25 Community Workshop: "Want bike parking."		1			3913 259th Way Northeast,	0	0	0	0
Mar 21, 2025, 12:47 PM	Roll-plot comment from 2/26/25 Community Workshop: "Bike lanes for high schoolers along NE 8th."		1			23521 Northeast 8th Street,	0	0	0	0
Mar 21, 2025, 12:45 PM	Roll-plot comment from 2/26/25 Community Workshop: "228th stop lights are bottom of the hill, e-w bike access would avoid hills."		1			22805 Northeast 47th Street, Redmond, Washington 98053,	0	0	0	0
Mar 21, 2025, 12:44 PM	Roll-plot comment from 2/26/25 Community Workshop: "Connect walking and biking trails to Town Center."				1	22408 Northeast 46th Street,	0	0	0	0
Mar 21, 2025, 12:42 PM	Roll-plot comment from 2/26/25 Community Workshop: "See lots of pedestrians crossing mid-block to Safeway, Mud Bay."	1				22841 Northeast 8th Street, Sammamish, Washington 98074,	0	0	0	0
Mar 21, 2025, 12:38 PM	Roll-plot comment from 2/26/25 Community Workshop: "Bike signage at roundabouts (ok for bikes to take the lane)."		1			617 278th Avenue Northeast, Redmond, Washington 98053,	0	0	0	0
Mar 21, 2025, 12:36 PM	Roll-plot comment from 2/26/25 Community Workshop: "Want bike lanes on both sides of 228th."		1			1851 228th Avenue Northeast,	0	0	0	0
Mar 21, 2025, 12:32 PM	Roll-plot comment from 2/26/28 Community Workshop: "Bicycle Barn."		1			2240 East Lake Sammamish	0	0	0	0
Mar 21, 2025, 11:26 AM	Though the city improved the road, it is still unsafe for pedestrians. If the road cannot be widened then consider a purchasing adjacent land to connect the trail starting in Rock Meadow so that residents can walk from the top of Snake Hill down to ELSP and access the ELS Trail.	1				4065 212th Way Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 21, 2025, 11:15 AM	Roll-plot comment from 2/26/25 Community Workshop: "228th bus stops it is difficult to cross the street."	1				228th Avenue Northeast,	0	0	0	0
Mar 21, 2025, 11:12 AM	Roll-plot comment from 2/26/25 Community Workshop: "Want to see a path around Beaver Lake."				1	2107 East Beaver Lake Drive	0	0	0	0
Mar 21, 2025, 11:11 AM	Roll-plot comment from 2/26/25 Community Workshop: "Want to see a path around Beaver Lake."				1	2157 East Beaver Lake Drive	0	0	0	0
Mar 21, 2025, 11:09 AM	Roll-plot comment from 2/26/25 Community Workshop: "Potential new connections for bike and walk between these neighbors - there is an existing sewer road."				1	1020 200th Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 21, 2025, 11:06 AM	Roll-plot comment from 2/26/25 Community Workshop: "More connections to E Lake Sammamish Trail."				1	2009 East Lake Sammamish	0	0	0	0
Mar 21, 2025, 11:00 AM	Please opt for trails that accommodate both pedestrians and bicyclists where possible instead of widening roads with concrete sidewalks and bike lanes, so more trees can be retained. Also consider making sidewalks meander around existing mature trees everywhere in the city. E.g. Issaquah Fall City road which preserved trees and a trail. Variances are given to developers all the time. The city should give itself variances to accommodate more environmentally friendly road projects. Not everywhere needs the ITE recommended widths and design.				1	1809 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 21, 2025, 10:56 AM	Please evaluate the entire length of the Parkway for pedestrian safety. It needs more crosswalks to facility access to the East Lake Sammamish Trail.	1				1825 East Lake Sammamish Parkway Southeast, Sammamish,	0	0	0	0
Mar 21, 2025, 10:52 AM	Roll-plot comment from 2/26/25 Community Workshop: "212th should be a priority for improved sidewalk to be safe from traffic."			1		2706 212th Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 21, 2025, 10:46 AM	Roll-plot comment from 2/26/25 Community Workshop: "Add new connection from 212th/Snake Hill Road to Sammamish 'for Don' (former mayor)."				1	4206 East Lake Sammamish Parkway Southeast, Sammamish,	0	0	0	0
Mar 21, 2025, 10:40 AM	Roll-plot comment from 2/26/25 Community Workshop: "Concerns about pedestrian safety crossing street to bus stop."			1		3924 Issaquah-Pine Lake Road Southeast, Sammamish,	0	0	0	0

Mar 21, 2025, 10:35 AM	Roll-plot comment from 2/26/25 Community Workshop: "'Bellhop' in Circuit. Bellevue does last mile service - good case study to consider. Would help seniors, last mile."				1	26650 Southeast Black Nugget Road, Issaquah, Washington	0	0	0	0
Mar 20, 2025, 09:40 PM	212th Ave SE lacks sidewalks or bike paths between at least SE 32nd St and SE 20th St. I believe this area should be a City priority for construction of new pedestrian and cycling facilities. Doing so would create a much safer environment for walkers and cyclists. This is a very busy road. Separated pathways would greatly improve neighborhood connectivity. It would provide much improved access to Ebright Creek and Big Rock South Parks. A pathway would allow a safe route to circle Pine Lake on foot, which many walkers currently do. Right now this section is a missing link in the Pine Lake circuit route.	1				2706 212th Avenue Southeast, Sammamish, Washington 98075, United States	0	1	1	1
Mar 20, 2025, 09:19 PM	would be better for biking if the wooden poles were not here		1			3165 233rd Place Southeast,	0	0	0	0
Mar 20, 2025, 07:59 PM	Add STOP when occupied signs.	1				23132 Northeast 25th Way,	0	0	0	0
Mar 20, 2025, 07:56 PM	The city needs to add either a well lit crosswalk here or a pedestrian overpass.	1				620 228th Avenue Northeast,	0	0	0	0
Mar 20, 2025, 03:05 PM	The city about 8 years ago was preparing for condemnation proceedings for the last bit of r-o-w to connect big rock park to Sammamish Commons and hence to the town center. What happened to this project? Many people would be able to walk all the way from 20th street and nearby areas for a relatively small investment.	1				641 222nd Place Southeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 20, 2025, 02:50 PM	the bridge over the wetland area is scary with a stroller. Cars are zipping by too fast right next to pedestrians on the way to the park with kids.	1				1405 212th Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 20, 2025, 02:47 PM	improved pedestrian facilities needed. must use the street near the intersection with 212th. Current path was a temporary measure.	1				20902 Southeast 24th Street, Sammamish, Washington 98075,	0	0	0	0
Mar 20, 2025, 02:45 PM	pedestrian facilities were noted as a primary path to ELST in past plans, not sure if currently. When the City redid this roadway a poor choice was made to not include safe bike/pedestrian facilities. This is a primary access off the plateau to the trail and should be noted to have safe pedestrian facilities. It's dangerous as exists, with bikes in the lanes and sometimes pedestrians.			1		4168 212th Way Southeast, Sammamish, Washington 98075, United States	0	1	1	1
Mar 20, 2025, 12:56 PM	Many students walk or bike from Inglewood Middle School and Eastlake High school along busy roads to the Boys and Girls club, Safeway or to the Sammamish KCLS library branch. These routes would benefit from protected bike lanes and wider sidewalks and more pedestrian and bike crosswalks with lights and flags.			1		1011 240th Avenue Northeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 20, 2025, 10:31 AM	People trying to cross the road at this point often	1				23024 Northeast 8th Street,	0	0	0	0
Mar 20, 2025, 09:24 AM	Improve safety for pedestrians by having a sidewalk consistently on at least one side of the street	1				2049 244th Avenue Northeast,	0	0	0	0
Mar 20, 2025, 07:06 AM	We need safe walking paths all the way around Beaver Lake. Traffic calming measures too. There isn't a more popular walking route on the plateau than this 4 mile loop.			1		2345 East Beaver Lake Drive Southeast, Sammamish,	0	0	0	0
Mar 20, 2025, 06:25 AM	Sidewalks from Main Street down to Inglewood hill road should have been a non negotiable when redoing the street. There are countless walkers, runners, and kids (not to mention moms with strollers-push those in the rocks on the side of the road) out and about at any given time. It's dangerous with that blind hill-as a driver and a pedestrian.	1				103 217th Avenue Northeast, Sammamish, Washington 98074, United States	0	2	2	2
Mar 19, 2025, 08:22 PM	The bike lane is used a parking for residents and during peak school hours, parents use the bike lane as a shoulder to wait for the pick up lane at the elementary school, forcing kids on bikes to swerve into high volume traffic.		1			3434 205th Place Northeast, Sammamish, Washington 98074,	0	0	0	0
Mar 19, 2025, 08:03 PM	I have seen near-missed incidents, including ourselves while crossing, our school staff members holding the stop signs to help children cross, and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 19, 2025, 05:01 PM	Also, it would be nice to have a sidewalk on the IBC side of Inglewood Hill Road that would go all the way up Inglewood Hill Road to the 116th Circle.	1				Northeast Inglewood Hill Road, Sammamish, Washington 98074,	0	0	0	0
Mar 19, 2025, 04:59 PM	We need a crosswalk to get across Inglewood Hill Road to the sidewalk across from the IBC (Inglewood Beach Club) neighborhood.	1				802 212th Place Northeast, Sammamish, Washington 98074,	0	0	0	0
Mar 19, 2025, 03:03 PM	This is a very dangerous crosswalk right in front of the school. This school year there have been 23 near miss accidents. We have been very lucky that no one has been injured. This area is heavily used by students, parents and neighbors. The entire community would benefit greatly from an upgrade of crossing lights to this crosswalk. Please help us stay safe!			1		20527 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	1	1	1
Mar 19, 2025, 02:58 PM	Its my house				1	3131 222nd Court Southeast,	0	1	1	1
Mar 19, 2025, 02:58 PM	Need more safe bike lanes		1			23533 Southeast 36th Court,	0	0	0	0
Mar 19, 2025, 02:57 PM	I was thinking that maybe in this neighborhood they could make the place more accessible to disabled people because some of the wheelchair ramps are crusty and broken.				1	3054 230th Lane Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 19, 2025, 02:55 PM	No safe place to walk on the side of the road	1				24109 Southeast 24th Street,	0	0	0	0
Mar 19, 2025, 02:54 PM	This is a huge concern. I'm a 25 year employee of the school and used to work this main crosswalk. My coworker has been working this crosswalk for many years. Just this year she has had over 23 near misses. She had her toes run over as well a year ago. WE NEED A LIGHTED CROSSWALK! We are lucky we've had no serious injuries. Please do your part by keeping all kids, staff, and parents safe.			1		20527 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	1	1	1

Mar 19, 2025, 02:52 PM	This intersection is manned by a crossing guard before and after school, but many drivers still are not paying attention or otherwise do not know when it is safe for them to proceed through the intersection. In the past 6 months I have witnessed three near collisions and was almost hit by a car while crossing this intersection, with a crossing guard. This intersection needs much better visual markings, especially during school hours.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 19, 2025, 02:51 PM	This is a very dangerous crosswalk right in front of the school. This school year there have been 23 near miss accidents. We have been very lucky that no one has been injured. This area is heavily used by students, parents and neighbors. The entire community would benefit greatly from an upgrade of crossing lights to this crosswalk. Please help us stay safe!			1		20586 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	0	0	0
Mar 19, 2025, 02:51 PM	This year, we've witnessed a concerning number of reckless drivers around our school. I m a parent and also works in school. Specifically, parents dropping off their children have been speeding, resulting in several close calls throughout the year. To enhance safety, I strongly recommend installing a lighted crosswalk. This would help grab the attention of drivers and encourage them to exercise greater caution when approaching the school zone.			1		20527 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	2	2	2
Mar 19, 2025, 02:47 PM	This crosswalk has become increasingly dangerous for the students. It would be very helpful to have a crosswalk flashing light to help the traffic see the crossing students.			1		20522 Northeast 32nd Court, Sammamish, Washington 98074,	0	2	2	2
Mar 19, 2025, 01:14 PM	My daughter walks to Blackwell Elementary School and sometimes when we try to cross the street there are vehicules that dont stop or yield to pedestrian and its super risky, we need lights or something that helps to ensure the security of our kids going to school.			1		20527 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	4	4	4
Mar 19, 2025, 01:11 PM	We need something that ensure the security of our childs while walking to the elementary school.			1		3517 205th Place Northeast,	0	1	1	1
Mar 19, 2025, 12:03 PM	A pedestrian crossing here would be very useful for my peers who take the bus.	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 12:01 PM	Please add a painted cross walk to help connect the neighborhoods and encourage city bus ridership	1				4023 Issaquah-Pine Lake Road	0	1	1	1
Mar 19, 2025, 11:59 AM	Please add a pedestrian crosswalk to make bus riding easier!	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 11:58 AM	Please put a pedestrian crossing.	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 11:54 AM	A pedestrian crossing would be very useful to my friends that live there.	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 11:17 AM	This street and the whole neighborhood around it could use some sidewalks.	1				3307 221st Avenue Southeast,	0	1	1	1
Mar 19, 2025, 10:56 AM	As someone who uses King County metro often, the lack of a pedestrian crossing makes a 10 minute bus commute turn into a 20 minute trip, as the closest crossing is extremely far. It should also be noted that there are many more residential complexes on the east side of the road compared to the west, therefore pedestrian crossings would be needed to maximize bus ridership.	1				4023 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	2	2	2
Mar 19, 2025, 10:47 AM	please put a crosswalk	1				4023 Issaquah-Pine Lake Road	0	2	2	2
Mar 19, 2025, 10:47 AM	A pedestrian crossing would be very convenient!	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 10:43 AM	A pedestrian crossing would help many of my high school peers in their daily commute to school.	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Mar 19, 2025, 10:42 AM	A pedestrian crossing would be very convenient for commuters and students.	1				23806 Southeast 40th Place,	0	0	0	0
Mar 19, 2025, 10:15 AM	Meeting with community member: Need to add a crosswalk on the north side of the light on 228th. This intersection should have a crosswalk on all four corners.	1				301 228th Avenue Southeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 19, 2025, 10:14 AM	Meeting with community member: Need to complete the cross walk at the 228th and SE 8th St intersection. Why is there not a crosswalk on the north side of the signal to cross? Would like to see more crosswalks along the 228th corridor.	1				801 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 19, 2025, 10:12 AM	Meeting with community member: The electric crossing marker is not bright enough at 228th and Inglewood Hill Rd. It is difficult to see the light. It is also difficult to hear the automated voice on the crosswalk...is it possible to turn up the volume?	1				740 228th Avenue Northeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 19, 2025, 10:12 AM	Meeting with community member: The electric crossing marker is not bright enough at 228th and E Main St. It is difficult to see the light. It is also difficult to hear the automated voice on the crosswalk...is it possible to turn up the volume?	1				120 228th Avenue Northeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 19, 2025, 10:10 AM	Meeting with community member: Would like to have a sidewalk on at least one side of the road on Issaquah Pine Lake Rd from 228th all the way to Issaquah Fall City Road.	1				3090 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	0	0	0

Mar 19, 2025, 10:08 AM	Meeting with community member: Concern with the width of sidewalk on 228th from Safeway to Pine Lake. It is older concrete and hard to navigate on the narrow sidewalks when electric bikes/scooters are also using the sidewalk. Also difficult to walk on the sidewalk and pass groups of kids that walk in groups. Suggest filling in landscape area with pavement to widen the sidewalk around the trees.	1				500 228th Avenue Northeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 19, 2025, 08:04 AM	A bike path up Sahalee, that also goes 137th through 208th and meets at the 3 way intersection and the hooks to the existing. After the existing ends, it should continue to Margaret Mead and take a right to Inglewood		1			4131 208th Avenue Northeast, Sammamish, Washington 98074,	0	0	0	0
Mar 18, 2025, 11:04 PM	As a neighborhood resident and substitute employee for the school district who has spent many days working student safety at this crosswalk I can speak from experience that near catastrophic accidents are a far too regular occurrence.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	2	2	2
Mar 18, 2025, 10:59 PM	The stop signs (3) at this location are continually treated as a “suggestion” rather than law. Very dangerous			1		20512 Northeast 37th Way,	0	1	1	1
Mar 18, 2025, 05:21 PM	As an employee of Blackwell Elementary, and a Timberline Park neighbor this intersection is of great concern to me. Twice a day I am the adult crossing guard at this crosswalk. Just this afternoon I had a vehicle drive thru the crosswalk while I was standing in the middle with my stop sign raised. Today's incident marks the 23rd time this year that this type of incident has happened. Also a few times vehicles have run into the pedestrian crosswalk sign I place in the middle of the street while I'm on duty. We have been very lucky that none of the children or myself have been injured at this crosswalk. Hopefully the city does not wait to address this huge safety issue. I would like to request a flashing yellow pedestrian light be installed. Even when school is not in session this is a heavily used area. The community as a whole would benefit from the installation of a crosswalk light. Please help us keep the neighborhood safe!			1		20522 Northeast 32nd Court, Sammamish, Washington 98074, United States	0	4	4	4
Mar 18, 2025, 01:26 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs, or by making this crosswalk a flashing light crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 18, 2025, 01:20 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs, or by making this crosswalk a flashing light crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3517 205th Place Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 18, 2025, 12:15 PM	Over the past 20 years, as a resident and employee in Timberline, I have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		20449 Northeast 37th Way, Sammamish, Washington 98074, United States	0	3	3	3
Mar 18, 2025, 12:13 PM	Over the past 20 years, as a resident and employee in Timberline, I have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		20512 Northeast 37th Way, Sammamish, Washington 98074, United States	0	2	2	2
Mar 18, 2025, 10:25 AM	Would like a dedicated walking/bike path on both sides of West Beaver lake dr se		1			1760 West Beaver Lake Drive	0	0	0	0
Mar 18, 2025, 10:13 AM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	2	2	2
Mar 18, 2025, 08:01 AM	The lower section of 212th isn’t safe for pedestrians or cyclists since the shoulder disappears. We need safe non-vehicle access from the plateau to E Lake Sammamish trail. Either 212th, 24th, or Louis Thompson Rd (ideally all 3) need to be made safe for recreational use. (I know Louis Thompson is under construction but I’m not sure if it’s gonna end up like 212th or be safe all the way from top to bottom of the hill). I know no one’s asking about equestrian use (which is a shame) but I would love to have more room to feel safe riding my horse to where I can connect to other king county parks and trails. We have a large equestrian community on that side of Sammamish, and it would be amazing if one of these pathways off the plateau could be made into an acceptable equestrian route as well.				1	4160 212th Way Southeast, Sammamish, Washington 98075, United States	0	2	2	2

Mar 18, 2025, 07:55 AM	The only ADA/bike/stroller access from Timberline to the playground is on the busy road, Sahalee. Please add protected lane (at least a designated bike lane).			1		3608-3682 Sahalee Way Northeast, Sammamish,	0	2	2	2
Mar 17, 2025, 10:43 PM	Very annoying for both cyclists and drivers here				1	25025 Southeast 32nd Street,	0	1	1	1
Mar 17, 2025, 09:31 PM	There is a ramp on the sidewalk that requires wheelchairs go into the street (Klahanie blvd) to cross the Mountainview pool drive. Please add a ramp to cross this very kid used and popular crossing!			1		4280 Klahanie Drive Southeast, Sammamish, Washington 98029,	0	0	0	0
Mar 17, 2025, 09:02 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 on the stop signs themselves and by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		20512 Northeast 37th Way, Sammamish, Washington 98074, United States	0	2	2	2
Mar 17, 2025, 08:59 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 on the stop signs themselves and by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	4	4	4
Mar 17, 2025, 07:02 PM	High traffic area with many children and families walking to and from school , speeding, stop sign running			1		20512 Northeast 37th Way,	0	3	3	3
Mar 17, 2025, 06:11 PM	Easier to go to school		1			1715 228th Avenue Southeast,	0	0	0	0
Mar 17, 2025, 04:20 PM	Many students and parents are crossing the street here to get to school. There is one official school crosswalk but it is on the far side of the school and too far for families to walk if coming from the other direction. I crosswalk here would allow students to safely cross the street to get to school.			1		20517 Northeast 33rd Court, Sammamish, Washington 98074, United States	0	1	1	1
Mar 17, 2025, 03:44 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	7	7	7
Mar 17, 2025, 02:40 PM	Crosswalk needs a flashing light option (flash only when pedestrian pushes it -not on 24/7)			1		20522 Northeast 32nd Court,	0	3	3	3
Mar 17, 2025, 02:32 PM	My wife and I drop off our son at school and cross at this crosswalk. A morning without a near miss with driver's ignoring the cross walk, the crossing guard or pedestrians crossing is a rare occasion. It is almost always parents coming and going for drop off.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	4	4	4
Mar 17, 2025, 01:52 PM	Vehicles go past the posted safety speed limit for this neighborhood, so safety bumps would help reduce it			1		21600 Northeast 20th Way,	0	0	0	0
Mar 17, 2025, 01:50 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	2	2	2
Mar 17, 2025, 01:40 PM	My only wish is that some time before I pass from this earth that Sammamish would build a sidewalk from the South Sammamish Park and Ride to Providence Point Dr SE, which is the north exit from Providence Point. There are many senior facilities along 228th but no complete sidewalk to walk safely to transit. I know that this is well identified in your transportation plan. A sidewalk would be of benefit to seniors. We are not in shape to bike the hilly terrain.	1				2942 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 17, 2025, 01:32 PM	We are very interested in seeing the intermittent sidewalks in front of developments along 244th connected so that it would be safe to walk from Broadmoore Estates to the schools and to the town center. Much of the area already has sidewalks in place but there are some spots where they are not connected and a short stretch in front of the Isackson Farm near the entrance to our development that is very dangerous for walking. We would like to know if such a plan is under consideration or if there is anything we could do to influence a decision. It would definitely benefit the families in and near our development. Thank you for the work you're doing to make Sammamish a more walking/biking friendly community.	1				1035 244th Avenue Northeast, Sammamish, Washington 98074, United States	0	0	0	0
Mar 17, 2025, 01:30 PM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3517 205th Place Northeast, Sammamish, Washington 98074, United States	0	3	3	3
Mar 17, 2025, 01:24 PM	Our family uses a mobility scooter frequently around Sammamish for two disabled individuals in our family. We plan on living here for decades and want to make sure that mobility scooters are being considered during planning. Of course, they are wider than bikes. Our mobility scooter is electric and it is used to access Sammamish, from getting around the YMCA to accessing Starbucks and QFC.		1			831 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0

Mar 17, 2025, 12:49 PM	My child attends school at Blackwell Elementary and there has been many near misses on the crosswalk. We need motorists to be more aware and we need more signage / crosswalk standing out so that there is not any more danger.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	3	3	3
Mar 17, 2025, 12:47 PM	My child goes to school at Blackwell Elementary and there have been MANY near misses at the crosswalk outside our school. We are very concerned as parents as many motorists do not honor the 20 mpg zone.			1		20518 Northeast 37th Way, Sammamish, Washington 98074,	0	4	4	4
Mar 17, 2025, 12:33 PM	Kids often crossing without a crossing. Major foot traffic area.			1		3434 205th Place Northeast,	0	2	2	2
Mar 17, 2025, 12:33 PM	This is a raised crosswalk, however people still ignore this crosswalk and the signs on both its sides. During school hours, there is a staff member who had near accidents because the driver "couldn't see her" (she wears a yellow vest, and holds a stop sign). At night, visibility is not great. Please change the street lights to bright white, and add a flashing light crosswalk (enhanced crosswalk), like Mead elementary has in front of their school.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	4	4	4
Mar 17, 2025, 12:27 PM	This 3 ways stop intersection is dangerous to everyone, because drivers are considering the stop sign as an advisory stop (including police officers). About a week ago, one of those drivers, at about 9:10 am, decided to "slide" into the intersection in front of a school bus. That bus was full of kids from other neighborhoods on their way to Blackwell Elementary.			1		3517 205th Place Northeast, Sammamish, Washington 98074, United States	0	5	5	5
Mar 17, 2025, 11:31 AM	After school, cars are forced to line up on the right shoulder of the road here while waiting to pick up kids from school. At the same time, many kids and families cross the road here, darting out from between parked cars on the shoulder out into traffic that can't see them coming in to the road. There should either be some way to discourage pedestrian crossing here, or install a crosswalk with flashing lights so cars driving through can exercise caution.			1		3434 205th Place Northeast, Sammamish, Washington 98074, United States	0	4	4	4
Mar 17, 2025, 11:23 AM	Throughout this school year, there has been an increase in near-miss incidents, including situations involving children while crossing, staff members holding the stop sign to ensure safety, and occurrences after school during darker hours. I urge you to take action to improve safety for both children and adults at this intersection. Possible solutions include installing red flashing lights above the intersection that operate 24/7, adding red flashing lights to the stop signs themselves, or converting the crosswalk into a flashing lights crosswalk. Implementing these measures will enhance safety for everyone—children, pedestrians, drivers, and staff.			1		3517 205th Place Northeast, Sammamish, Washington 98074, United States	0	4	4	4
Mar 17, 2025, 11:22 AM	Throughout this school year, there has been an increase in near-miss incidents, including situations involving children while crossing, staff members holding the stop sign to ensure safety, and occurrences after school during darker hours. I urge you to take action to improve safety for both children and adults at this intersection. Possible solutions include installing red flashing lights above the intersection that operate 24/7, adding red flashing lights to the stop signs themselves, or converting the crosswalk into a flashing lights crosswalk. Implementing these measures will enhance safety for everyone—children, pedestrians, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	6	6	6
Mar 17, 2025, 11:14 AM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3225 205th Place Northeast, Sammamish, Washington 98074, United States	0	5	5	5
Mar 17, 2025, 11:13 AM	Over this school year, we have seen a rise in near-miss incidents, including our kids (while crossing), our staff members (while holding the stop sign to ensure safety), and after school during the darker hours of the day. I want to ask you to ensure kids' and adults' safety while crossing this intersection. This can be done by adding red flashing lights 24/7 above the intersection, red flashing lights 24/7 on the stop signs themselves, or by making this crosswalk a flashing lights crosswalk. These measures will help ensure everyone's safety: kids, walkers, drivers, and staff.			1		3517 205th Place Northeast, Sammamish, Washington 98074, United States	0	2	2	2
Mar 17, 2025, 09:11 AM	Sidewalk required for pedestrians. With new development and more residents there are people walking along this road that has a slight hill and narrow markings between lanes and edge of road, making it very dangerous.	1				24630 Southeast 24th Street, Sammamish, Washington 98075,	0	1	1	1
Mar 17, 2025, 09:00 AM	This is an amazing bike lane and should be copied around Sammamish.		1			21362 Southeast 32nd Street,	0	0	0	0
Mar 17, 2025, 08:59 AM	There is no bike lane here and I think there NEEDS to be because it is a very crucial part of Sammamish.		1			885 228th Avenue Southeast,	0	0	0	0
Mar 17, 2025, 08:57 AM	This is a great bike lane and should be copied in more places around Sammamish, but it could be repainted/ not have trash cans on it outside peoples driveways.		1			21910 Southeast 20th Street, Sammamish, Washington 98075,	0	0	0	0
Mar 17, 2025, 08:53 AM	Please mark electric bikes/scooters are allowed to share the sidewalk.		1			24007 Southeast 24th Street,	0	0	0	0
Mar 17, 2025, 08:51 AM	Their should be bike lanes on both sides on the road, and a side walk on both sides.		1			23725 Southeast 24th Street,	0	0	0	0
Mar 17, 2025, 08:50 AM	it is dangerous to ride your bike		1			19680 Southeast 24th Way,	0	1	1	1
Mar 17, 2025, 08:19 AM	Pavement request	1				3103 212th Avenue Southeast,	0	0	0	0
Mar 17, 2025, 12:21 AM	218th and Main st need a dedicated pedestrian and bicycle path along with crossing paths where school buses pick up kids	1				6 218th Avenue Northeast, Sammamish, Washington 98074,	0	1	1	1
Mar 17, 2025, 12:20 AM	Crossing difficult when permanant stream of cars.		1			4023 Issaquah-Pine Lake Road	0	2	2	2
Mar 17, 2025, 12:16 AM	This road is scary. Eventually it will kill me. Garbage day worst, forces you into road. Constant stream of fast cars. No good place to cross.		1			3407 228th Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 17, 2025, 12:13 AM	This is my prefered street to the lake. Not any bike lane, dangerous up hills.		1			20041 Southeast 24th Street,	0	1	1	1
Mar 17, 2025, 12:03 AM	Crossing this are is scary. Need a safer place to merge or cross. Been hit by a care here before.		1			3050 228th Avenue Southeast,	0	0	0	0

Mar 16, 2025, 09:44 PM	I would love to see a path connecting Beaver Lake Preserve to Beaver Lake park. There is not much parking at the Preserve and it is quite dangerous to walk/bike with kids along W Beaver Lake Dr SE. It might even be a good idea to make the path go all the way to the access gate that leads to SE Belvedere Way in the Trossachs since so many people walk/bike from the Trossachs to Beaver Lake Park.	1				1635 West Beaver Lake Drive Southeast, Sammamish, Washington 98075, United States	0	1	1	1
Mar 16, 2025, 07:30 PM	Several pedestrians walk to and from Ebright park from the neighborhood. There is no side walk and a major blind spot for cars coming around the corner. There is not even a level piece of land for a pedestrian to step out of the road, just ditches.			1		21180 Southeast 8th Street, Sammamish, Washington 98075, United States	0	1	1	1
Mar 16, 2025, 07:28 PM	Pedestrians walking to the city center must walk in the road and there is a major blind spot for everyone driving up and down the hill. In the evening, it is extremely dangerous			1		707 218th Avenue Southeast, Sammamish, Washington 98074,	0	1	1	1
Mar 16, 2025, 06:18 PM	This road needs sidewalks, especially as it goes up the steep, blind hill on 217th. Traffic is growing and getting faster. This road is frequented by pedestrians and requires more support to make it a safer place to walk.	1				602 216th Avenue Northeast, Sammamish, Washington 98074,	0	1	1	1
Mar 16, 2025, 02:57 PM	Adding a sidewalk on 226th avenue would be nice because this is a pedestrian access to the pine lake park and would increase people to walk to the park instead of driving.	1				2818 226th Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Mar 16, 2025, 11:39 AM	East and West Beaver Lake Drive - heavily used corridor for pedestrians and bikers with no walking or bike path; many blind corners/hills; many speeding cars			1		1310 West Beaver Lake Drive Southeast, Sammamish,	0	1	1	1
Mar 16, 2025, 09:41 AM	Keep it preserved, build trails, restore it, use it for education	1				22651 Southeast 4th Street,	0	0	0	0
Mar 16, 2025, 09:23 AM	Walking trail along SE 24th more clearly defined and/or paved	1				2410 204th Avenue Southeast,	0	2	2	2
Mar 16, 2025, 08:54 AM	Add crosswalk to the EAST of SE 20th where 216th crosses. Pls put on EAST side so people don't use our neighborhood as a short cut if they get stopped. A sign and painted crosswalk at a minimum. Many school kids need to cross here to get to school/bus.	1				21621 Southeast 20th Street, Sammamish, Washington 98075, United States	0	6	6	6
Mar 16, 2025, 08:26 AM	Cross walk would be nice as many people use this intersection to get over to the Big Rock parks	1				21621 Southeast 20th Street,	0	3	3	3
Mar 16, 2025, 08:13 AM	Beaver Lake is full of health enthusiasts who cycle, walk, run on the road not to mention hike to families with kids that walk to their school bus etc. Drivers on West Beaver Lake Drive often speed at dangerous speeds and it's a recipe for disaster with no sidewalks, pedestrians, and speeding cars. This is a Safety concern.			1		2131 West Beaver Lake Drive Southeast, Sammamish, Washington 98075, United States	0	1	1	1
Mar 16, 2025, 07:33 AM	Entire area needs sidewalks				1	21521 Southeast 16th Place,	0	0	0	0
Mar 16, 2025, 07:08 AM	212th Ave SE needs a sidewalk from Ebright Park to SE 8th.	1				21015 Southeast 14th Place,	0	0	0	0
Mar 16, 2025, 01:29 AM	Sidewalk needed	1				5124 Issaquah-Pine Lake Road	0	0	0	0
Mar 16, 2025, 01:28 AM	Sidewalk needed	1				5025 Issaquah-Pine Lake Road	0	0	0	0
Mar 16, 2025, 01:27 AM	Sidewalk desperately needed			1		4929 Issaquah-Pine Lake Road	0	0	0	0
Mar 16, 2025, 01:26 AM	Sidewalk and speed enforcement	1				23008 Southeast 48th Street,	0	0	0	0
Mar 16, 2025, 01:25 AM	Sidewalks needed	1				4929 Issaquah-Pine Lake Road	0	0	0	0
Mar 16, 2025, 01:24 AM	Drivers heading on to SE 48th St from Issaquah Pine Lake Road/issaquah Fall city road cut the corner here. I have been in many close calls.			1		4929 Issaquah-Pine Lake Road Southeast, Sammamish,	0	0	0	0
Mar 16, 2025, 01:22 AM	Sidewalks crosswalks, speed enforcement			1		23217 Southeast 48th Street,	0	0	0	0
Mar 16, 2025, 01:21 AM	Sidewalks needed. Also speed enforcement here			1		23425 Southeast 48th Street,	0	0	0	0
Mar 16, 2025, 01:20 AM	Sidewalks needed all along SE 48th	1				23595 Southeast 48th Street,	0	0	0	0
Mar 16, 2025, 01:19 AM	Please connect the existing trail here to SE 48th so pedestrians can be safe walking on Issaquah Pine Lake Road	1				23902 Southeast 42nd Street,	0	0	0	0
Mar 15, 2025, 11:03 PM	Hello, this needs a 4th crosswalk so we don't have to cross 3 times. Also the timers needs to be longer cause it's not enough time to cross	1				2942 228th Avenue Southeast, Sammamish, Washington 98075,	0	1	1	1
Mar 15, 2025, 10:33 PM	Students should have the option and ability to walk to Endeavor Elementary School. Pedestrian improvements should be made to enable this for the community.	1				26205 Southeast Issaquah Fall City Road, Issaquah, Washington	0	0	0	0
Mar 15, 2025, 10:28 PM	Sidewalks from the round about up to Main Street would have been preferred when redoing the street. At the very least we need road markings that define the lanes.	1				609 216th Avenue Northeast, Sammamish, Washington 98074,	0	1	1	1
Mar 15, 2025, 10:20 PM	On 217th where the new pavement went in, from the Inglewood Hill round about up to Main Street, we were all very disappointed to see they did not add sidewalks or street lanes. This is a very heavily walked, biked and driven street. Please add street markings at the very least if not sidewalks and street markings.	1				236 217th Avenue Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 15, 2025, 10:13 PM	24th should be designated and designed as a main bicyclist route up the plateau, with large bike lanes and reduced traffic. Move the bike traffic off of 212 and put it here. Move the car traffic off here and put it on 212. Not rocket science.		1			19610 Southeast 24th Way, Sammamish, Washington 98075, United States	0	3	3	3
Mar 15, 2025, 10:08 PM	This divided section of the roadway forces bicyclists to go on the sidewalk (heading east) or to take the entire roadway lane (heading west). As much as I like the nice median with the trees and landscaping, it is a safety issue for bicyclists.		1			Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	2	2	2
Mar 15, 2025, 09:49 PM	The intersection between Tibbetts and High Country has become a traffic safety issue. Without a stop sign, cars frequently speed through this area, creating dangerous conditions at the crossing. I strongly recommend installing a stop sign to better regulate traffic and reduce the risk of accidents at this intersection.			1		3307 262nd Avenue Southeast, Sammamish, Washington 98075, United States	0	0	0	0

Mar 15, 2025, 09:41 PM	The lack of sidewalks in Tibbetts Station is a serious safety issue. Every day, residents walk and children bike, and wait for school buses in the street, sharing space with cars. To prevent accidents and protect residents, I urge the addition of a dedicated bike lane around the neighborhood, shared by both pedestrians and cyclists.			1		26215 Southeast 33rd Street, Sammamish, Washington 98075, United States	0	1	1	1
Mar 15, 2025, 08:34 PM	Please clearly mark that electric bicycles are allowed to share the sidewalk.		1			2605 228th Avenue Southeast,	0	0	0	0
Mar 15, 2025, 05:21 PM	I forgot to mention in my last comment that every resident of Trossachs is capable of biking from their home to the city center in less than half an hour, while driving that same distance takes 15+ minutes without factoring in traffic. This could absolutely be a viable option for residents who are either unable to drive or don't want to. Making the pipeline trail more approachable to novice riders by paving it could also seriously reduce the number of cars entering the downtown core through 228th Ave, which is especially important given the ongoing construction of the Sammamish Town Center and the nearby proposed location for a new high school.		1			Pipeline Trail, Redmond, Washington 98053, United States	0	6	6	6
Mar 15, 2025, 05:10 PM	The pipeline trail is one of the best ways for Trossachs residents and cyclists from nearby Duthie Hill Park to get into downtown Sammamish. However, it's pretty poorly maintained, so it's reserved mostly for mountain bikes. I'd really like to see some cooperation between the City of Sammamish and King County Parks, hopefully to pave this trail, replace it with the same compacted dirt found in other Sammamish parks, or introduce more regularly scheduled trail maintenance.		1			Pipeline Trail, Redmond, Washington 98053, United States	0	6	6	6
Mar 13, 2025, 08:10 PM	Add turn lane for South bound traffic on DH Rd to turn left on IFC Rd. Turning left here on a bike is difficult with oncoming traffic. Vehicles pass on the wide shoulder and the car behind can't see a bike stopped in the road waiting to turn. Someone is going to get ran over. This is one of the most popular recreational rides in the region leading to Fall City and Carnation farm roads.		1			Southeast Duthie Hill Road, Issaquah, Washington 98029, United States	0	0	0	0
Mar 13, 2025, 06:45 PM	Please add bake lane heading uphill in this section.		1			707 218th Avenue Southeast,	0	1	1	1
Mar 13, 2025, 06:07 PM	There are signs for vehicles to share the road going down 212th at the top of the hill. I don't know that you can make a bike lane wide enough to travel this section at speed. The road is 25mph. Maybe add some more share the road signs. If a bike lane is widened please don't make it protected so those that choose to use the road still can. Thanks.		1			4065 212th Way Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 13, 2025, 05:58 PM	Please remove the white poles glued to the asphalt in the shoulder. They are not doing anything but adding an obstacle for bicyclists and street sweepers to maintain the shoulder. Thank you.		1			23521 Northeast 8th Street, Sammamish, Washington 98074,	0	0	0	0
Mar 13, 2025, 05:53 PM	There are eco-blocks blocking half the sidewalk and the bike lane around the gate. Please remove. Thank you.			1		19919 Northeast 42nd Street,	0	4	4	4
Mar 13, 2025, 05:50 PM	Jumping on the maintenance by the City of Redmond - a street sweeper could be used more regularly at the intersection of Sahalee Way and NE 50th St. The area is littered with rocks, gravel, and sand. Heading north on Sahalee and turning left on NE 50th is very dangerous. Especially, when trying to time oncoming traffic and get out of the large intersection. NE 50th is a good option to get another block into Redmond before having to travel on the 202. Thank for passing along!			1		4519 Sahalee Way Northeast, Redmond, Washington 98074, United States	0	0	0	0
Mar 13, 2025, 05:42 PM	The painted surface in the bike lane is terrible to ride on. I ride in the vehicle lane until a car comes up. Please do not replicated this in other places. When the road is resurfaces please do not replace.		1			22012 Southeast 20th Street, Sammamish, Washington 98075,	0	0	0	0
Mar 13, 2025, 05:34 PM	Please pave a three foot wide path from end to end. The stairs need to be removed and a wood fence post on the Beaver Lake Road side needs to be adjusted. The path can be placed on the existing gravel road bed and minimal prep work would need to be done to accomplish an asphalt path. This will improve bike access to the city as the only other access along a road is SE Duthie Hill Rd which has a narrow shoulder and high speed cars. The existing bicycles and pedestrian facilities map mislabels this area as having a Wide Paved Shoulder. This mislabel misrepresents the bike access throughout the city.		1			1905 263rd Court Southeast, Sammamish, Washington 98075, United States	0	4	4	4
Mar 13, 2025, 05:27 PM	Traveling east on SE DH Rd - Please add bikes on roadway signage and painted on roadway where the shoulder ends (past Aldarra before the curves start). Thank you!		1			Southeast Duthie Hill Road, Sammamish, Washington 98029,	0	1	1	1
Mar 13, 2025, 05:23 PM	Completely agree that separate bicycle lanes would be an improvement here. However, pease consider how separated bicycle lanes will be maintained. Other separated bicycle lanes in the city, and elsewhere, are inaccessible to street sweepers and never get blown out.		1			1855 Trossachs Boulevard Southeast, Sammamish, Washington 98075, United States	0	0	0	0
Mar 13, 2025, 05:15 PM	The existing bicycles and pedestrian facilities map mislabels SE Duthie Hill Rd as having Wide Paved Shoulders. Areas of the shoulder along this road are as narrow as 12 inches. Some of these narrow areas are in unincorporated King County but still need to be considered when discussing access throughout the city. The shoulder is not adequate considering the speed limit is 45 mph and cars typically are traveling 50. When biking the road on garbage day, cans are stick out in the road taking up any should and force bikes in the road. Mislabeling this road misrepresents the bike access of the City. There is no safe way for the Trossachs, Montaine, and Aldarra communities to access the rest of the city.		1			27215 Southeast Duthie Hill Road, Sammamish, Washington 98029, United States	0	1	1	1

Mar 13, 2025, 11:23 AM	More east-west links are needed to the ELST. Properties that would give access from the plateau neighborhoods through natural areas would be an amenity as well as promote alternative access to the trail and should be acquired for such a project. One of these properties is currently for sale at under-market price. I have been following this for a while and done research about the Conservation Reserve areas set aside by King County with the development of Timberline and similar subdivisions. Trails would have to be built through these areas -- there is even a City-owned stormwater pond property that could provide public access from a street. I'm imagining a bike garage along the ELST at the bottom this trail that would give riders easy access to the Redmond light rail. There is even space for one along with a restroom. I have a lot of research here and would love to talk with Lindsey et al about this.	1				2232 East Lake Sammamish Parkway Northeast, Sammamish, Washington 98074, United States	0	1	1	1
Mar 12, 2025, 09:49 AM	Se 8th st from 212ave to the big rock park north: needs sidewalks. Same on 216ave from se 4th st to the park. People are walking there, but there is no where they can step out in case of a car, it is dangerous, especially at dark			1		717 214th Avenue Southeast, Sammamish, Washington 98074,	0	3	3	3
Mar 11, 2025, 06:43 PM	Should have a small bike lane on side shoulder to make biking easier and safer. With the bike lane, there should also be small dividers sticking out to separate road and bike lane, so that cars don't accidentally go on top of bike lane to make it safer. Right now, the road's shoulder is not a very safe spot to bike on, and the sidewalk is not very convenient for both bikes, e-scooters, pedestrians, etc. Having a separate safer lane for these is best.		1			Southeast Klahanie Boulevard, Sammamish, Washington 98029, United States	0	1	1	1
Mar 11, 2025, 06:39 PM	Should have flashing crosswalk lights and sign that says "STOP for pedestrians. It's the Law". Otherwise people usually cannot see people trying to cross and usually go very fast, even with the current stop signs there.			1		24022 Southeast 32nd Street, Sammamish, Washington 98075,	0	1	1	1
Mar 11, 2025, 06:37 PM	Many cars just speed through crosswalk, even if someone is about to cross with flashing lights on. Should have more things to prevent this reckless behavior by cars.			1		Southeast Klahanie Boulevard, Sammamish, Washington 98029,	0	0	0	0
Mar 11, 2025, 06:35 PM	Current bike lane is in a dangerous part of the road, as many cars speed and don't pay attention there, increasing risk of bike accident.			1		3827 Issaquah-Pine Lake Road Southeast, Sammamish,	0	0	0	0
Mar 11, 2025, 06:02 PM	Connect big rock park trail to lower sammamish commons and the town center.	1				527 222nd Place Southeast,	0	1	1	1
Mar 08, 2025, 01:15 PM	The entrance onto the island here is also not a good design. The entrance onto the islands should be straighter, possibly resembling a Y shape. With the town center and more foot traffic expected, removal of the slip lanes along 228th should be seriously considered because of how dangerous they can be.			1		801 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	3	3	3
Mar 08, 2025, 12:58 PM	The way the island adjacent to the northbound side was designed is very odd. It should be straightened so that it is easier for people walking and biking to cross.		1			Spartan Way, Sammamish, Washington 98075, United States	0	1	1	1
Mar 08, 2025, 12:51 PM	This crosswalk here is very unsafe. There is no incentive for cars to slow down, even if they see you. People often go right by me even when they see me. Traffic calming measures would help slow cars as they pass through the cross walk and make it easier for them to stop for someone walking.			1		25025 Southeast 32nd Street, Sammamish, Washington 98029, United States	0	3	3	3
Mar 08, 2025, 12:48 PM	There is a sidewalk on only the westbound side of SE 24th St and the shoulder on the eastboud side is often very narrow.			1		23904 Southeast 24th Street, Sammamish, Washington 98075,	0	1	1	1
Mar 04, 2025, 03:36 PM	The layered map above does not reflect existing sidewalks in front of Cedar Trails Elementary School (and Symphony Ridge, to the south). I'm concerned about the granularity of the available layers for the purposes of project prioritization later in the process.				1	4353 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	1	1	1
Mar 03, 2025, 03:50 PM	Please add bicycle lane so that bicyclist can easily connect to Issaquah trail		1			Issaquah-Pine Lake Road	0	1	1	1
Mar 03, 2025, 03:49 PM	Please add side walk. Currently it is a single lane traffic on both the sides.	1				Issaquah-Pine Lake Road	0	1	1	1
Mar 03, 2025, 11:42 AM	The bike lanes along this road are frequently interrupted by garbage cans. The cans are often left permanently in the bike lane or are in the bike lane for more than one day. Educate residents and enforce proper placement of garbage cans so they do not block the bike lanes and sidewalks.		1			2819 222nd Place Southeast, Sammamish, Washington 98075, United States	0	5	5	5
Mar 03, 2025, 11:40 AM	The bridge over Ebright creek does not have bike lanes. The sidewalk is too narrow for bikes to use this instead of the main traffic lanes.		1			1610 212th Avenue Southeast, Sammamish, Washington 98075,	0	7	7	7
Mar 03, 2025, 11:36 AM	This is a general comment about bike projects in Sammamish. Please work with Cascade Bike Club to design and review projects and facilities. They have much knowledge about bike facilities. They know what works. They care deeply about outcomes from various projects and work productively with governments around the metro area and state.				1	3200 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	2	2	2
Mar 03, 2025, 11:34 AM	Children should be permitted to walk to Endeavor elementary. As this is on a boundary between cities, the cities should work together to create conditions that allow children to safely bike and walk to Endeavor elementary. Perhaps a sky walk is appropriate (and long, long overdue!!).	1				26205 Southeast Issaquah Fall City Road, Sammamish, Washington 98029, United States	0	0	0	0
Mar 03, 2025, 11:32 AM	This is a general comment about prioritizing bicycle and pedestrian projects in Sammamish. Please prioritize safe routes to school. Sammamish has many schools and neighborhoods. Parents should have absolute confidence that their school age children are able to get to their nearby school safely.				1	24030 Southeast 37th Place, Sammamish, Washington 98029, United States	0	1	1	1
Mar 03, 2025, 11:29 AM	Bicycles are permitted to use the main traffic lanes through roundabouts. Bicyclists are frequently harassed by drivers in Sammamish when using roundabouts as normal traffic. It would be useful to explictly and unmistakeably mark roundabouts in Sammamish with signage and lane markings that cyclists are permitted to use the main traffic lanes in roundabouts.			1		23323 Southeast 32nd Way, Sammamish, Washington 98075, United States	0	1	1	1
Mar 03, 2025, 11:26 AM	There's a bus stop here. The sidewalks have curb cuts. There is no marked crosswalk. Why is there not a crosswalk here?! Why is there not crossing signals here?! The nearest crossing of IPL is about a half mile in either direction. This is not ok.	1				3924 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98029, United States	0	0	0	0

Mar 02, 2025, 05:29 PM	Please add a sidewalk and a bike lane to the stretch of SE 24th between 248th Ave and 244th Ave	1				24510 Southeast 24th Street,	0	2	2	2
Mar 01, 2025, 07:00 AM	When biking from 228th to E Lake Sammamish, the infrastructure varies a lot. One minute you're in a bike lane. The next you're being shooed up on the sidewalk to go through a roundabout. Then you're in the road. It would be nice to have consistency (and protection).		1			Northeast Inglewood Hill Road, Sammamish, Washington 98074, United States	0	3	3	3
Mar 01, 2025, 06:59 AM	After biking down from Sammamish on Inglewood, I will find myself hugging the side of E Lake Sammamish on my bike, trying to find a way down to the mixed-use path next to the lake. However, most of the driveways and cuts down to it are marked as "NO TRAIL ACCESS", making it intimidating and confusing to know where to turn. (And when I do turn, it involves merging across an active lane of traffic to the center lane and then turning across oncoming traffic.) I would appreciate something safer in this section.		1			1611 East Lake Sammamish Parkway Northeast, Sammamish, Washington 98074, United States	0	8	8	8
Mar 01, 2025, 06:56 AM	To cross from the Met Market side of the street (where the Metro 269 south-bound stop is) to the other side of the street (where the Metro 269 north-bound stop is), you have to use THREE crosswalks. I always feel like a second-class citizen when having to wait and wait and wait to get to the other side.	1				Crusader Way, Sammamish, Washington 98074, United States	0	4	4	4
Mar 01, 2025, 06:54 AM	Since I won't ride in car traffic here, I stay on the sidewalks. The curb cuts in this area have a signal pole or crosswalk button pole DIRECTLY in the middle of the curb cut, which is tricky to navigate around on a bicycle and can't be great for those rolling either. It would be good to fix this, and even better to make sure this isn't done anywhere else in the city with new projects.		1			22765 Northeast 4th Street, Sammamish, Washington 98074, United States	0	4	4	4
Feb 28, 2025, 10:06 PM	Please install a highly visible crosswalk at the Blackwell parking lot entrance. There is a raised crosswalk but people still drive inattentively through there. Flashing lights and an overhead sign (similar to Lake Hills Blvd and 152nd Ave SE in Bellevue...47°36'08.5"N 122°08'14.4"W). Blackwell and Timberline residents would benefit greatly.	1				3225 205th Place Northeast, Sammamish, Washington 98074, United States	1	4	5	3
Feb 28, 2025, 10:02 PM	Ask Redmond to maintain their portion of Sahalee Way down to 202. It's s mess for cyclists with branches on the road or hanging low/untrimmed after the bomb cyclone, and there are no street lights along their portion. I tried to make a request to Redmond but their website said they didn't service this area. Please tell them to clean up their mess.			1		4519 Sahalee Way Northeast, Redmond, Washington 98074, United States	0	2	2	2
Feb 28, 2025, 10:00 PM	First, make Sahalee Way more pedestrian friendly by adding sidewalks, lowering the speed limit to 35 mph (also along 228th NE), and adding crosswalks where there are bus stops. Not many ride the bus but when they need to cross Sahalee Way, it's dangerous.	1				3012 Sahalee Drive East, Sammamish, Washington 98074, United States	0	2	2	2
Feb 28, 2025, 06:40 PM	Please complete the sidewalk from SE 42nd St to SE Klahanie Blvd.	1				4153 Issaquah-Pine Lake Road	0	1	1	1
Feb 28, 2025, 06:39 PM	Please complete the sidewalk from 238th Way SE to Issaquah-Fall City Rd so we can walk to the Issaquah Highlands without getting hit by cars.	1				4605 Issaquah-Pine Lake Road Southeast, Sammamish,	0	3	3	3
Feb 28, 2025, 01:32 PM	The East Plateau Trail has many very large cracks in the asphalt. These are a severe tripping hazard, and present an even larger problem to cyclists.		1			25306 Southeast Issaquah-Beaver Lake Road, Sammamish,	1	2	3	1
Feb 28, 2025, 01:20 PM	There's a section of cycle path along SE Duthie Hill Rd from Trossachs Blvd SE to the entrance to Duthie Hill Park that is very bumpy and poorly maintained.		1			27307 Southeast Duthie Hill Road, Issaquah, Washington	0	2	2	2
Feb 28, 2025, 01:16 PM	These two sections of Hamilton Park (the north side with the large open space and the south side with the basketball court) are not connected by any sort of pedestrian facility. It's only a 100 foot stretch, which should be relatively cheap to fill.	1				27002 Southeast 13th Street, Sammamish, Washington 98075, United States	0	2	2	2
Feb 28, 2025, 01:11 PM	The north west crossing of Klahanie Drive SE and SE 42nd Way is pretty awkward to use as a cyclist. The sidewalk dips into the roadway after a sharp turn, then the crossing runs into a median, right before another sharp turn. See Google Streetview here: https://www.google.com/maps/@47.5697218,-121.9999082,3a,75y,325.74h,79.66t/data=!3m7!1e1!3m5!1sjnFREECgOhtAdSQsCN4T3g!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fcb_client%3Dmaps_sv.tactile%26w%3D900%26h%3D600%26pitch%3D10.33688332203893%26panoid%3DjnFREECgOhtAdSQsCN4T3g%26yaw%3D325.7401690090213!7i16384!8i8192!5m1!1e3?entry=ttu&g_ep=EgoyMDI1MDIyNi4wIKXMDSoASAFQAw%3D%3D. Can the median be cut away in some form to allow for more straightforward crossings?		1			25611 Southeast 42nd Way, Sammamish, Washington 98029, United States	0	5	5	5
Feb 28, 2025, 01:05 PM	The East Plateau trail merges with the road for about 200 feet before ducking back into the forest. Can some sort of physical barrier (curbs, bollards) be installed along the unprotected section of the trail?	1				24407 Southeast 32nd Street, Sammamish, Washington 98075,	1	4	5	3
Feb 28, 2025, 10:50 AM	This is the main way for anyone to get from 212th to 228th in the north and so should be prioritized to be at the very least usable! There are no sidewalks on parts of SE 8th and 218th, meaning non-motorized access to parks, shopping, and dining is inconvenient at best and incredibly dangerous at worst. This really holds true for park access, which should be easy to walk to and enjoy, but is very difficult from any homes nearby.	1				21725 Southeast 8th Street, Sammamish, Washington 98074, United States	0	3	3	3

Feb 28, 2025, 10:43 AM	The planned bike lane here going downhill will make things more dangerous for cyclists using Louis Thompson Rd. The dangerous part here is going uphill, where you are going very slow and next to traffic. When going downhill, bicycles can reach a speed such that it is safer to use the traffic lane. Adding a bike line will enable cars to dangerously pass cyclists on the way down. The best solution here is to have a separate 2-way bike lane with a buffer from the car traffic, or at least more separation for cyclists biking up the hill and sharrows on the way down (see Tosh Rd. in Redmond for example).		1			12 Louis Thompson Road Southeast, Sammamish, Washington 98074, United States	0	4	4	4
Feb 28, 2025, 10:38 AM	Crosswalk accross 212th would be great. The ramps are there, but even just white stripes across the street would make cars yield to pedestrians. The fastest way from SE 5th towards downtown is crossing this street.	1				495 212th Avenue Southeast, Sammamish, Washington 98074,	0	1	1	1
Feb 28, 2025, 10:10 AM	There are no sidewalks or pedestrian friendly areas in some sections of 212th.	1				2607 212th Avenue Southeast,	0	5	5	5
Feb 27, 2025, 08:22 PM	Crosswalk and/or sidewalk needed to prevent dangerous crossing of Inglewood	1				Northeast Inglewood Hill Road,	0	0	0	0
Feb 27, 2025, 08:10 PM	There's a gravel trail between SE 14th Street to the north and SE 17th Street to the south. I'd really love to see this paved and made into a multi-use path!	1				1525 248th Avenue Southeast, Sammamish, Washington 98075,	0	2	2	2
Feb 27, 2025, 08:08 PM	There's a stretch of sidewalk from the fire gate to the start of the residential area below this marker with no sidewalk. It's only about 200 feet, which shouldn't be too hard to fill. The space is already there in the form of a wide shoulder.	1				1919 East Beaver Lake Drive Southeast, Sammamish, Washington 98075, United States	0	8	8	8
Feb 27, 2025, 08:06 PM	SE 43rd Way lacks a complete sidewalk on the South side. There is a sidewalk just outside the city boundaries on both the east and the west ends.	1				21625 Southeast 43rd Way, Sammamish, Washington 98029,	0	1	1	1
Feb 27, 2025, 07:53 PM	This is some of the best cycling infrastructure we have in Sammamish, hands-down. Fully separated, protected cycling paths on both sides of the roadway. If I could lose both my arms and make every road in Sammamish look like this, I would. That said, it's a shame the bike lane dies out near the south end for the last 200 or so feet before the intersection with SE 4th Place.		1			244th Avenue Southeast, Sammamish, Washington 98074, United States	0	6	6	6
Feb 27, 2025, 07:49 PM	The trail ends here abruptly. Can some sort of agreement be made with the property owner to allow foot and bicycle traffic?	1				24730 Southeast 28th Place, Sammamish, Washington 98075,	0	4	4	4
Feb 27, 2025, 07:48 PM	Almost the entire length of W Beaver Lake Drive SE lacks a sidewalk. This is an incredibly dangerous section of road: forested, unlit, not to mention the lack of turns which makes cars likely to speed. Especially with the number of people walking between Trossachs/Soaring Eagle Park and Beaver Lake Park, there really needs to be a sidewalk here (at least on one side of the road).	1				1310 West Beaver Lake Drive Southeast, Sammamish, Washington 98075, United States	0	2	2	2
Feb 27, 2025, 07:44 PM	This is a very awkward turn to make as a cyclist, but could be improved with a small amount of additional pavement.		1			25429 Southeast Issaquah Fall	0	4	4	4
Feb 27, 2025, 07:42 PM	Trossachs Blvd SE needs more marked crossings everywhere, but I think the intersection with SE Belvedere Way is the most pressing.	1				Trossachs Boulevard Southeast, Sammamish, Washington 98075,	0	4	4	4
Feb 27, 2025, 07:40 PM	There need to be more options to cross 228th. A crosswalk here allow people to walk between businesses in downtown Sammamish, instead of driving between them.	1				620 228th Avenue Northeast, Sammamish, Washington 98074,	0	5	5	5
Feb 27, 2025, 07:38 PM	Some 12 years ago, Sammamish installed one of its first green bike lanes along SE 20th Street. It hasn't been repainted, and is now barely visible, especially compared to what it used to look like: https://www.rubylakeglass.com/in-the-news/2017/3/1/city-of-sammamish-wa. We should really consider repainting this, especially with the nearby upcoming expansion of Big Rock Park South and Beaton Hill Park.		1			22004 Southeast 20th Street, Sammamish, Washington 98075, United States	1	5	6	4
Feb 27, 2025, 07:34 PM	Street parking extends for the majority of the residential area along Beaver Lake Way SE. This parking goes largely unused, and could be converted into a 2-way cycling path that could connect over 5,000 residents to commercial areas in Klahanie and Pine Lake, as well as transit options.		1			East Beaver Lake Way Southeast, Sammamish, Washington 98075, United States	0	12	12	12
Feb 27, 2025, 07:31 PM	E Main Drive has street parking on both sides that goes largely unused by the residents. One half could be converted into a two-way cycling path that could facilitate cycling from Soaring Eagle Park and the downtown of Sammamish		1			25625 East Main Drive, Sammamish, Washington 98074,	0	12	12	12
Feb 27, 2025, 07:29 PM	Missing sidewalk. Especially with the opening of the 2 Line in Redmond on May 10th, this is a critical pedestrian route to and from the station and Sammamish downtown.	1				21425 Northeast Inglewood Hill Road, Sammamish, Washington	0	0	0	0
Feb 27, 2025, 07:27 PM	At both fire gates here, there are a shallow set of stairs that are completely unnecessary and impede bicycles. In addition, the bollards are too close together to allow bicycles to go through easily. The stairs should be removed, and the bollards should be placed farther apart.		1			1905 263rd Court Southeast, Sammamish, Washington 98075, United States	0	6	6	6
Feb 27, 2025, 07:25 PM	The sidewalk here ends abruptly. This is the route taken by over half of the attendance of Beaver Lake Middle School (according to attendance maps), and it's one of the only ways to walk to the Klahanie Shopping Center.	1				3030 East Beaver Lake Drive Southeast, Sammamish,	0	4	4	4
Feb 27, 2025, 07:24 PM	The sidewalk here ends abruptly. This is the route taken by over half of the attendance of Beaver Lake Middle School (according to attendance maps), and it's one of the only ways to walk to the Klahanie Shopping Center.	1				2830 East Beaver Lake Drive Southeast, Sammamish,	0	3	3	3

Feb 27, 2025, 07:22 PM	Trossachs Blvd is one of the most critical cycling routes in Sammamish. It is the only throughway for bicycle traffic between two of the most popular mountain biking parks in the area, Duthie Hill Park and Soaring Eagle Park. It's utilized by many school children on their bike ride to school. For every resident of Trossachs, it's the best way to get into downtown Sammamish and support local businesses by bike (traveling North through Soaring Eagle). In spite of that, Trossachs Blvd has nothing more than painted bike lanes for the entire length. Cars frequently drive into the bike lane to avoid driving over drain covers, and very few follow the speed limit, especially along straightaways like the one in front of Cascade Ridge. Either a fully separated cycling path, or at the bare minimum protected cycling lanes are a necessity.		1			1855 Trossachs Boulevard Southeast, Sammamish, Washington 98075, United States	0	13	13	13
Feb 27, 2025, 07:09 PM	The bicycle infrastructure on the bridge here is a completely unprotected, drain-ridden, debris-covered painted bicycle gutter. As such, most cyclists choose to use the north sidewalk, which isn't nearly wide enough to accommodate pedestrians and cyclists simultaneously. Raising the bike lane (on the North side) to be on the same level as the sidewalk would help to accommodate cyclists while also increasing the apparent size of the sidewalk.		1			25105 Southeast Issaquah Fall City Road, Sammamish, Washington 98029, United States	0	12	12	12
Feb 27, 2025, 07:05 PM	The bike lane here right now is currently only a buffered bike lane. Since this is a 40 mph road (with drivers often exceeding that limit by more than 10), some level of physical protection is a must. If that protection can be extended all the way to the intersection of SE Issaquah Fall City Road and Highlands Drive NE, it would provide a protected cycling option all the way from Beaver Lake Middle School to Issaquah Highlands, which could become a very popular cycling route.		1			24424 Southeast Issaquah Fall City Road, Sammamish, Washington 98029, United States	0	11	11	11
Feb 27, 2025, 02:55 PM	Prioritize pedestrians at all traffic lights, include more possibilities within a cycle for pedestrians to cross. Numerous people including myself will cross if they are fed up with waiting, and this is a safety concern.			1		2704 222nd Avenue Southeast, Sammamish, Washington 98075,	0	0	0	0
Feb 27, 2025, 09:03 AM	In 2023, I used the public works system to submit a request for a crosswalk across SE 8th St. on the east side of at the intersection with 240th Way SE. This request was acknowledged at the time, but I do not see it on your list of current crosswalk requests, so nothing has been done. This corner is frequently used by walkers, but the cars speed in both directions on SE 8th. Additionally, traffic is very heavy in the afternoon when Skyline high school dismisses, making it nearly impossible to cross SE 8th. At a minimum, I would like to see a painted crosswalk at this intersection, but ideally a crosswalk with a flashing signal to alert and slow drivers.			1		244th Avenue Southeast, Sammamish, Washington 98074, United States	0	5	5	5
Feb 27, 2025, 08:57 AM	Sidewalk request	1				3924 Issaquah-Pine Lake Road	0	2	2	2
Feb 27, 2025, 08:55 AM	Sorry, to add on to this, I saw there is a plan in the TMP to add a traffic light here. Motorists speed down the hill and the conditions are similar to the Sunny Hills Elementary intersection, except there is less flow from side streets, and a roundabout would be more ideal, and slow down drivers.				1	3924 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98029, United States	0	1	1	1
Feb 27, 2025, 08:53 AM	Same situation as 37th pl, except no traffic light is planned here, a painted crosswalk would be good here	1				4023 Issaquah-Pine Lake Road	0	0	0	0
Feb 27, 2025, 08:52 AM	Would like to see a pedestrian traffic light here - not a flasher, a traffic light that instantly goes red and isn't equipped with TMS. Good example of what I am suggesting is 10866-10834 NE 10th St, Bellevue WA. This would make it safer and faster for children to go to school, and cars wouldn't blow it like they do with a flasher.	1				2124 228th Avenue Southeast, Sammamish, Washington 98075, United States	1	2	3	1
Feb 26, 2025, 09:19 PM	When the city created the multi-use sidewalk on the east side of 228th they ignored the data that demonstrated the most dangerous place to ride a bicycle is on a sidewalk. Intersections of driveways and streets do not leave the space for drivers to see cyclist and cyclists enough time to stop in time for drivers of automobiles. Driver simply don't expect to see fast moving bicycles on side sidewalks. Indeed, I was hit by a car while in a crosswalk because the driver rolled through a stop sign. Protected bike lanes are the safest location for cyclists. I recommend that you narrow the current multi use sidewalk and add protected bike lanes to 228th.		1			2904 228th Avenue Southeast, Sammamish, Washington 98075, United States	0	7	7	7
Feb 26, 2025, 07:38 PM	Would like to see a crosswalk (preferably speed table type) here	1				3520 Issaquah-Pine Lake Road	0	0	0	0
Feb 26, 2025, 07:37 PM	Horrible sidewalk and crosswalk connections, especially when there is a Montessori school and an elementary school nearby	1				3522 Issaquah-Pine Lake Road Southeast, Sammamish,	0	0	0	0
Feb 26, 2025, 07:37 PM	Klahanie BLVD is too wide. I have heard feedback from many people about this, including for some reason, a Maple Valley resident who used to visit this area often and always had to use speed control on their vehicle, otherwise they ended up going 40 mph. This road is shaped like a highway and it's incredibly dangerous. Road diet, more painted crosswalks, "STOP for pedestrians, its the law" sign between lanes at all crosswalks please.				1	3915 245th Court Southeast, Sammamish, Washington 98029, United States	0	4	4	4
Feb 26, 2025, 07:35 PM	Existing Crosswalk, asking for a speed table in order to increase the safety of kids utilizing this park				1	24116 Southeast 37th Place,	0	0	0	0
Feb 26, 2025, 07:33 PM	School Bus Stop (PCMS I believe), should be a sidewalk here	1				4353 Issaquah-Pine Lake Road	0	1	1	1
Feb 26, 2025, 06:55 PM	One thing to note about your map of accidents. You'll note the lack of accidents on 228 on Sahalee hill. I would argue this is due to people avoiding this road all together because it's quite dangerous. I suspect this is a problem. You should look into data from Strava that will tell you where people are actually riding and you can normalize your data.				1	3301 Sahalee Way Northeast, Sammamish, Washington 98074, United States	0	3	3	3
Feb 26, 2025, 06:51 PM	Uphill the first 200 yards or so has no shoulder. The rest or the climbing lane is fine but the initial section is only a few inches wide.		1			4155 212th Way Southeast, Sammamish, Washington 98075,	0	4	4	4

Feb 26, 2025, 06:47 PM	Shoulder is narrow. During garbage day bikes are fired into traffic.		1			808 212th Avenue Southeast,	0	3	3	3
Feb 26, 2025, 06:46 PM	Uphill on Sahalee way, cars regularly drive in the shoulder. This is very dangerous for bikes. An easy mitigation would be road turtles or a rumble strip. Better yet a full barrier.		1			Sahalee Way Northeast, Redmond, Washington 98074,	0	6	6	6
Feb 26, 2025, 06:36 PM	Against removing this roundabout as detailed in TMP, would cause more traffic and safety concerns for students				1	23318 Southeast 32nd Way,	0	2	2	2
Feb 26, 2025, 06:35 PM	extremely unsafe for pedestrians, when one does cross, drivers honk			1		3924 Issaquah-Pine Lake Road	0	2	2	2
Feb 26, 2025, 04:22 PM	Add sidewalks so that people can comfortably connect up 228th to Pine Lake Village.	1				22808 Southeast 40th Street,	0	6	6	6
Feb 26, 2025, 04:17 PM	Add a sidewalk the entire length of 228th from where it ends near Pine Lake Middle to at minimum where it picks up at the SE 43rd hill. This is SO DANGEROUS. Many kids and elderly try to get to and from their neighborhoods to the Pine Lake Shopping Village. Sidewalks would improve this stretch greatly and give continuous access to all walkers along 228th. Even if a portion of this is City of Issaquah, I know the City of Sammamish can work together to provide a safe sidewalk for all residents in this area.	1				22620 Southeast 35th Street, Sammamish, Washington 98075, United States	0	2	2	2
Feb 26, 2025, 02:19 PM	Connect SE 8th from the end of this existing private sewer road either to Ebright Park or bridge over Ebright Creek to 208th Ave SE and SE 12th. A bike and pedestrian trail would provide the only protected trail from Lake Sammamish to the plateau, and trail network access from the East Lake Sammamish Trail to Big Rock Parks, Ebright Park, Sammamish Commons, Sammamish Library, and Town Hall, and vice-versa from Town Center down the plateau to East Lake Sammamish Trail.				1	1207 208th Avenue Southeast, Sammamish, Washington 98075, United States	0	3	3	3
Feb 25, 2025, 07:01 PM	Need protected bike lane, at least for the downhill section if not on both sides. Traffic is heavy and fast.		1			Sahalee Way Northeast,	0	8	8	8
Feb 25, 2025, 06:57 PM	There's no bike lane on 228th Ave NE from SE 24th St all the way to NE 8th St, which is very dangerous for cyclists given it's pretty hilly and cars are moving at 40-45mph		1			1515 228th Avenue Southeast, Sammamish, Washington 98075,	0	4	4	4
Feb 22, 2025, 12:58 PM	Request sidewalk the entire stretch between Ebright Creek Park and SE 8th Street.	1				1111 212th Avenue Southeast,	0	2	2	2
Feb 22, 2025, 12:54 PM	Crosswalk request for 212th Ave. SE and SE 8th St.	1				726 212th Avenue Southeast,	0	1	1	1
Feb 22, 2025, 12:50 PM	We've wondered for a long time why we don't have planters or some other vertical feature in the middle of our traffic circles to make them more visible for drivers. This is standard in other places.				1	414 218th Avenue Southeast, Sammamish, Washington 98074,	0	0	0	0
Feb 22, 2025, 12:48 PM	Request completion of sidewalk along 218th Ave SE just north of Big Rock Park. This is a short but dangerous section for pedestrians looking to walk from 212th Ave. SE to the city center.	1				635 218th Avenue Southeast, Sammamish, Washington 98074,	0	4	4	4
Feb 22, 2025, 12:46 PM	Sidewalk requested on SE 8th St. between 212th Ave SE and 214th Ave SE. This is an extremely dangerous portion of the walk from 212th to Big Rock Park North and the city center.	1				21315 Southeast 8th Street, Sammamish, Washington 98074,	0	6	6	6
Feb 21, 2025, 05:40 PM	More than 3 years has past since I repeatedly brought to the parks department and city council's attention the northern connection of the existing Williams Pipeline Trail corridor to the Evans Creek Preserve trail system. More than 50% of the distance between the two already has an existing non-maintained trail. The remaining 50% requires minimal brush and trail refurbishment. I don't understand why this project continually is sidelined as it would connect two major city trail systems requiring only minimal time, effort, and expense. Meanwhile multi-million dollar ball fields continue to be built that cater to a minute minority of citizens and ages. Meanwhile the vast majority of young, old, and middle-aged walkers, runners, bicyclists and naturalists continue to be disregarded and ignored.	1				23036 Northeast 29th Street, Sammamish, Washington 98074, United States	0	7	7	7
Feb 21, 2025, 05:20 PM	The bike lane should be protected on Inglewood hill road, traffic here is heavy and fast, but bike lane is narrow without protection.		1			20720 Northeast Inglewood Hill Road, Sammamish, Washington	0	15	15	15
Feb 21, 2025, 05:19 PM	Missing bike lanes on both sides on this section of SE24.		1			24630 Southeast 24th Street,	0	6	6	6
Feb 21, 2025, 05:17 PM	We need a signal here to provider a safe cross to access Duthie Hill park by walking or biking from Klahanie trail		1			26300 Southeast Issaquah Fall	0	4	4	4
Feb 21, 2025, 05:15 PM	This intersection is too wide and not biking friendly.		1			24015 Southeast Issaquah Fall	0	10	10	10
Feb 21, 2025, 05:14 PM	Some sections are missing bike lane on both sides, or too narrow, and traffic is heavy and fast on this road.		1			5025 Issaquah-Pine Lake Road	0	6	6	6
Feb 21, 2025, 05:12 PM	Need protected bike lane on this road, the traffic is so fast and bike lane is narrow without any protection.		1			21625 Southeast 43rd Way,	0	3	3	3
Feb 21, 2025, 05:11 PM	Please add protected bike lane on 212 down to Issaquah, the traffic is so fast on this road and bike lane is too narrow. We really need a safe bike lane in and out Sammamish to commute, or access lake Sammamish trail		1			4065 212th Way Southeast, Sammamish, Washington 98075,	0	9	9	9
Feb 21, 2025, 05:09 PM	We really need protected bike lane on Louis Thompson road, only bike lane is not enough, this road is steep and winding, we need to make the bike lane protected.		1			124 Louis Thompson Road Northeast, Sammamish,	0	9	9	9
Feb 19, 2025, 09:49 AM	There should be a sidewalk along the west side of Issaquah Pinelake road to connect Fall City Rd to SE 48th St. a TON of people walk here on the grass and it is very dangerous for them as well as cars. You can see a dirt path laid out from the flattened grass from all the people walking.	1				4929 Issaquah-Pine Lake Road Southeast, Issaquah, Washington 98029, United States	0	2	2	2
Feb 19, 2025, 09:46 AM	There should be a sidewalk on the east side of Issaquah Pinelake road, so it can connect to the crosswalk/intersection at SE 42nd st. This would allow bus riders to walk along there and then cross to SE 42nd st. Right now its really disconnected how the bus stop kind of just dumps you on the side of the Road.	1				4315 Issaquah-Pine Lake Road Southeast, Sammamish, Washington 98075, United States	0	5	5	5