

EXISTING CONDITIONS MEMORANDUM

DATE: March 14, 2025

TO: Lindsey Channing, Greg Stamatiou | City of Sammamish

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SUBJECT: City of Sammamish Bicycle and Pedestrian Mobility Plan – Project # 24810-007
Existing Conditions Memorandum

This memorandum documents the existing conditions assessment of non-motorized services in the City of Sammamish. The assessment of existing conditions serves as a baseline for measurement of capacity for future planning including projects to address gaps in the non-motorized network.

INTRODUCTION

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 existing conditions memorandum for the City of Sammamish details the goals and objectives of the Plan. The memorandum provides a review of the pedestrian and bicycle facilities inventory including an assessment of existing safety conditions for nonmotorized modes. The City of Sammamish inherited its street and sidewalk network from King County when the City was incorporated in 1999 and through subsequent annexations. Though many upgrades throughout Sammamish communities have occurred since incorporation, many barriers and gaps still exist. A gap analysis of pedestrian and bicycle facilities along the Priority Network, as defined in the adopted TMP, was conducted. The level of traffic stress (LTS) was updated to reflect the latest guidance from WSDOT which resulted in an update to the level of service (LOS) assessment as defined in the adopted TMP.

This memorandum will inform the development of pedestrian and bicycle projects in the City that will address the connectivity, safety, and accessibility issues in the network.

PLANS AND POLICIES REVIEW

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.

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
- 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.

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

- 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:

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

- 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
 - 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

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

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

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

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
- 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.

⁵ <https://www.sammamish.us/media/2iwh3bfbk/transportation-master-plan-final-sml.pdf>

- 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 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.

STUDY AREA

For this effort, the pedestrian and bicycle facilities along the arterial roadways (principal arterials, minor arterials and collector arterials) namely the 'Priority Network' within the City of Sammamish

were included in the study area. The Bicycle and Pedestrian Priority Network is a network identified as providing bicycle and pedestrian connectivity to key areas of Sammamish. Identifying the Bicycle and Pedestrian Priority Network helps understand where to focus pedestrian and bicycle enhancements. Tier 1 is all Principal and Minor Arterials. Tier 2 is all Collector Arterials.

Figure 1 illustrates the arterial network in the City that showcases the study area and street functional classification.

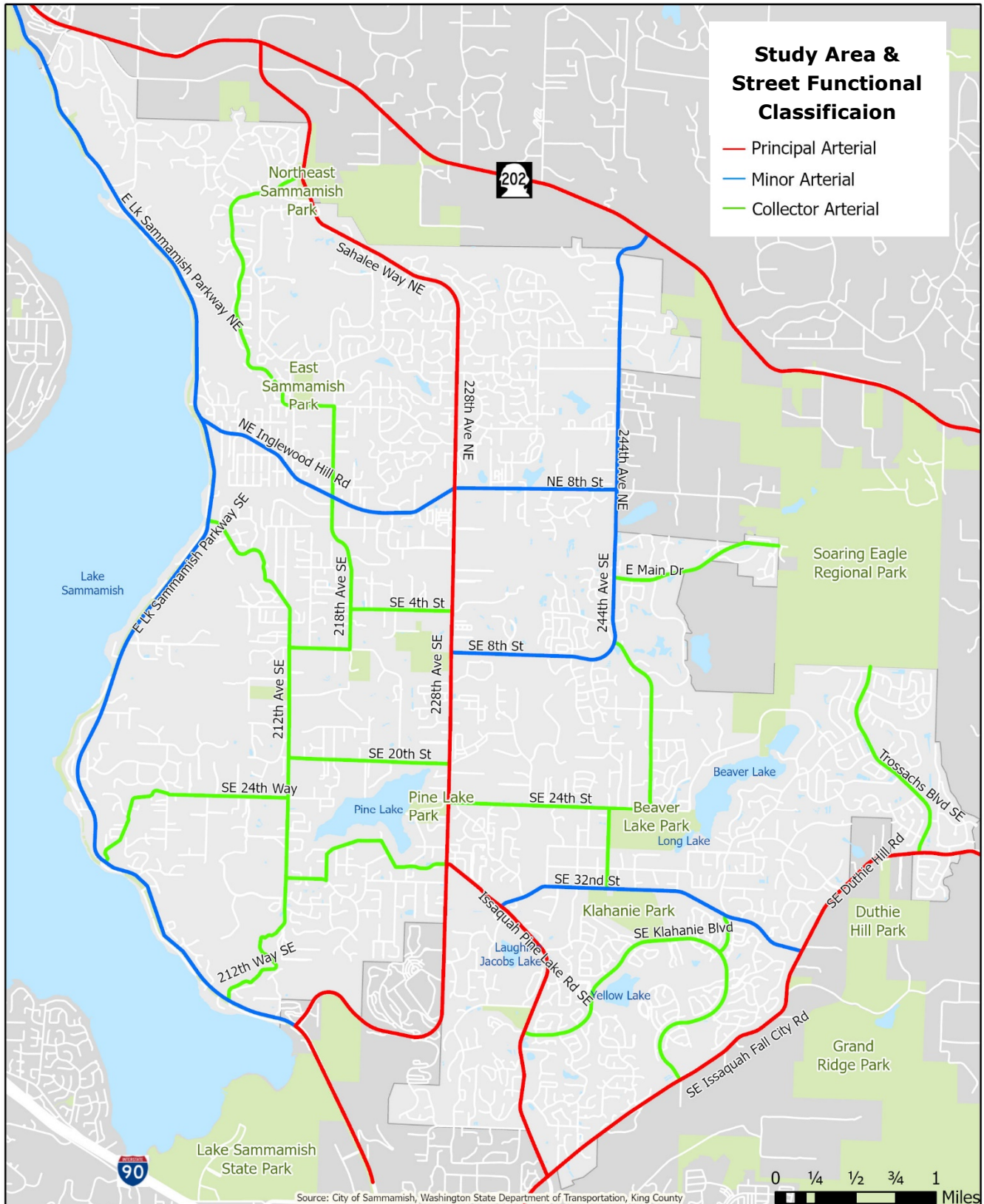


FIGURE 1. STUDY AREA AND STREET FUNCTIONAL CLASSIFICATION

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 2** 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 incorporated in 1999. Though many upgrades throughout the City have occurred since incorporation, many gaps still exist in the sidewalk network that require attention. Dense areas with commercial land uses and streets that serve schools are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets.

CROSSWALKS

Crosswalks are designated areas on the street where pedestrians can safely cross, often marked with pavement striping, signage, and sometimes flashing beacons or traffic signals. These facilities play a crucial role in enhancing pedestrian safety and accessibility by providing clear and prioritized crossings, especially in areas with higher traffic volumes or near key destinations like schools and parks.

Crosswalks vary in design based on their location and usage. 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, provide additional safety measures in high-traffic or high-speed areas.

In Sammamish, crosswalks are a vital component of the pedestrian network. However, some areas still lack sufficient crossing infrastructure, which can create barriers to safe and efficient mobility. Priority is often given to installing crosswalks near schools, transit stops, and community hubs, ensuring safe access for all users and supporting active transportation.

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 physical 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, although they are considered a gap in the pedestrian and bicycle network.

OFF-STREET TRAILS

Off-street trails consist of both paved and unpaved (gravel or grass 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 operates 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](#)⁶ (January 2024) includes more information about the path forward for providing high quality trails, open spaces, and recreation opportunities.

⁶ https://www.sammamish.us/media/1vej4sxo/samm2024_pros_vfinal121823low.pdf

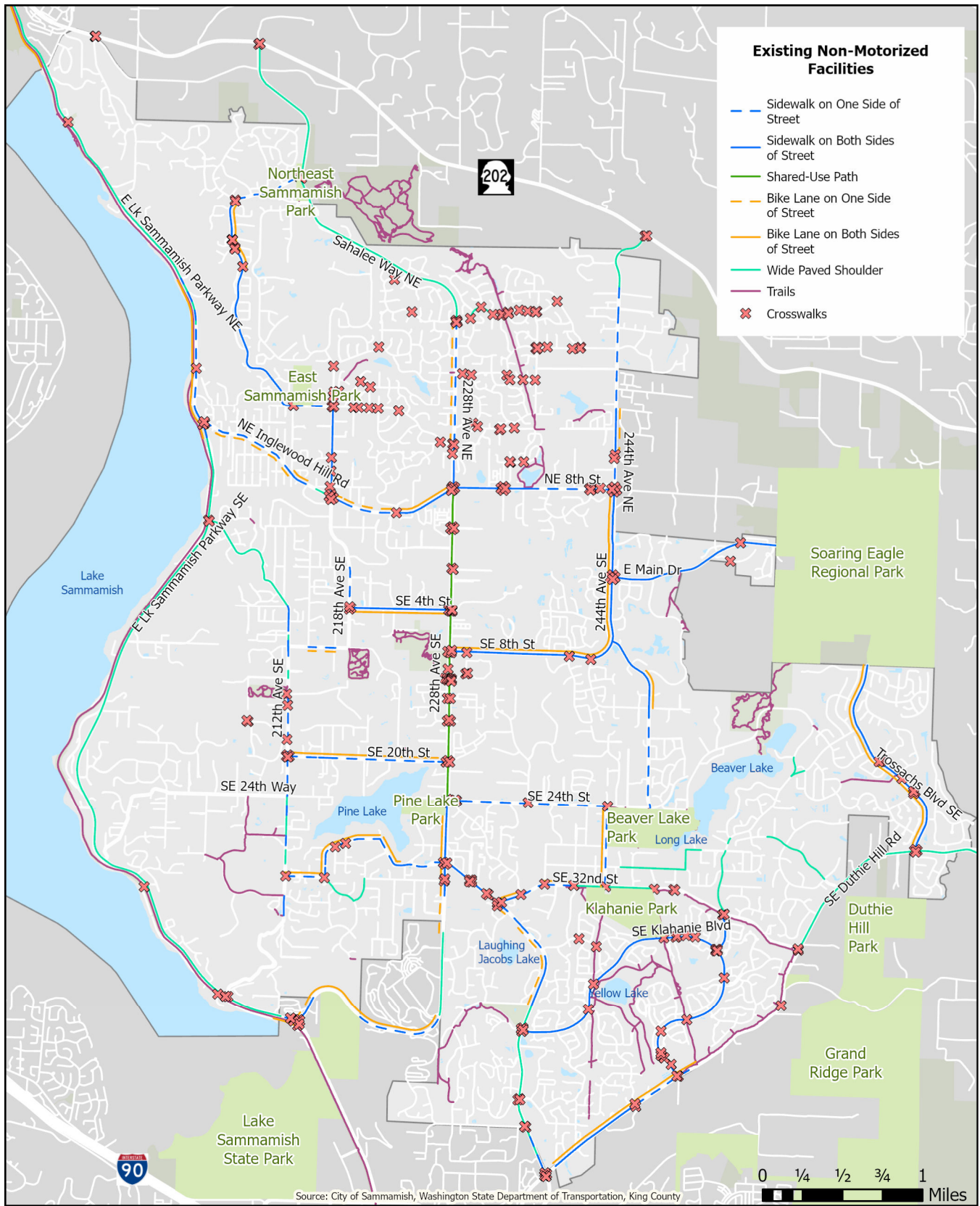


FIGURE 2. PEDESTRIAN AND BICYCLE FACILITIES INVENTORY

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 the needs of users. **Figure 3** and **Figure 4** represent the sidewalk and bike lane gaps along the Pedestrian and Bicycle Priority Network, respectively.

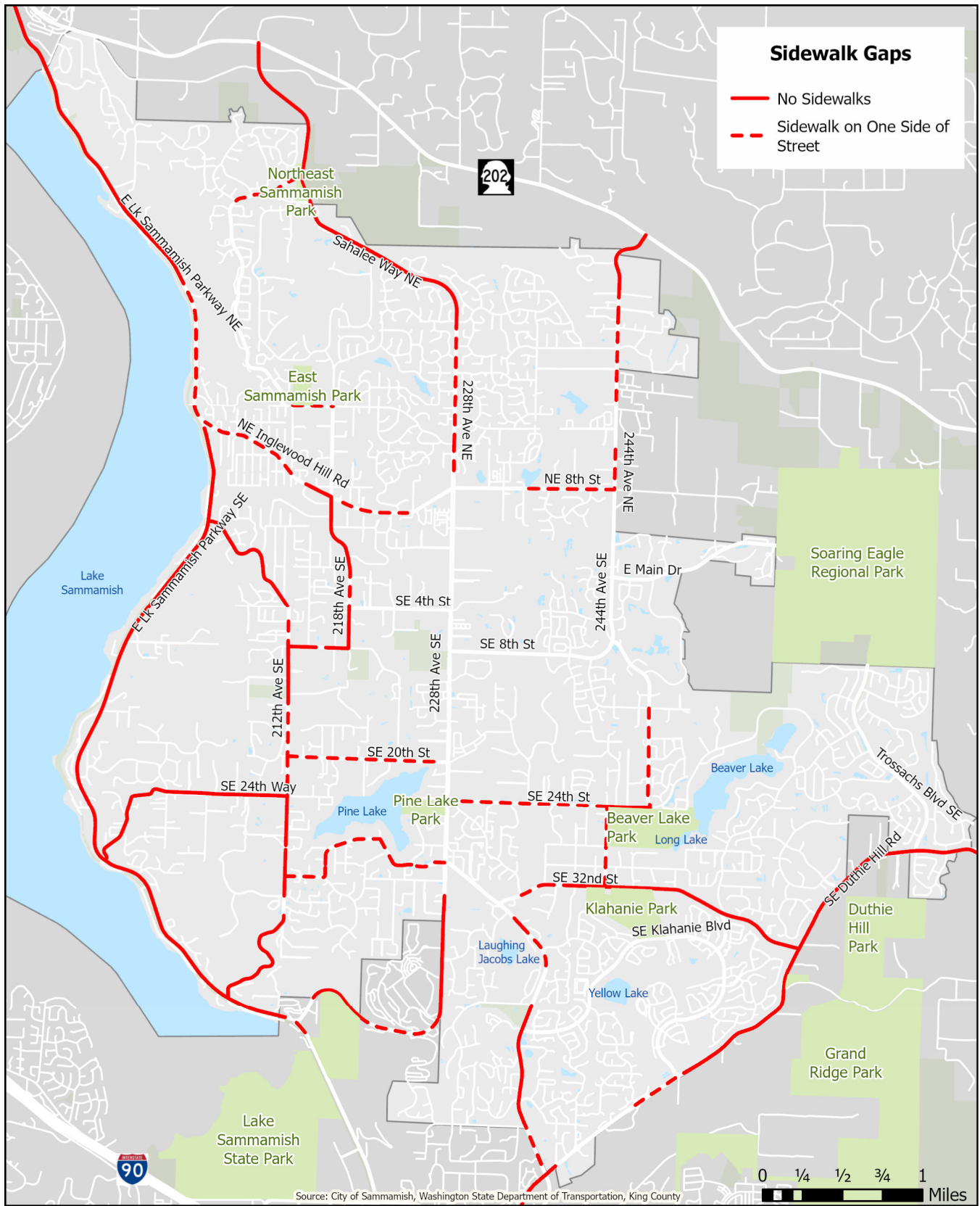


FIGURE 3. SIDEWALK GAPS ALONG THE PEDESTRIAN PRIORITY NETWORK

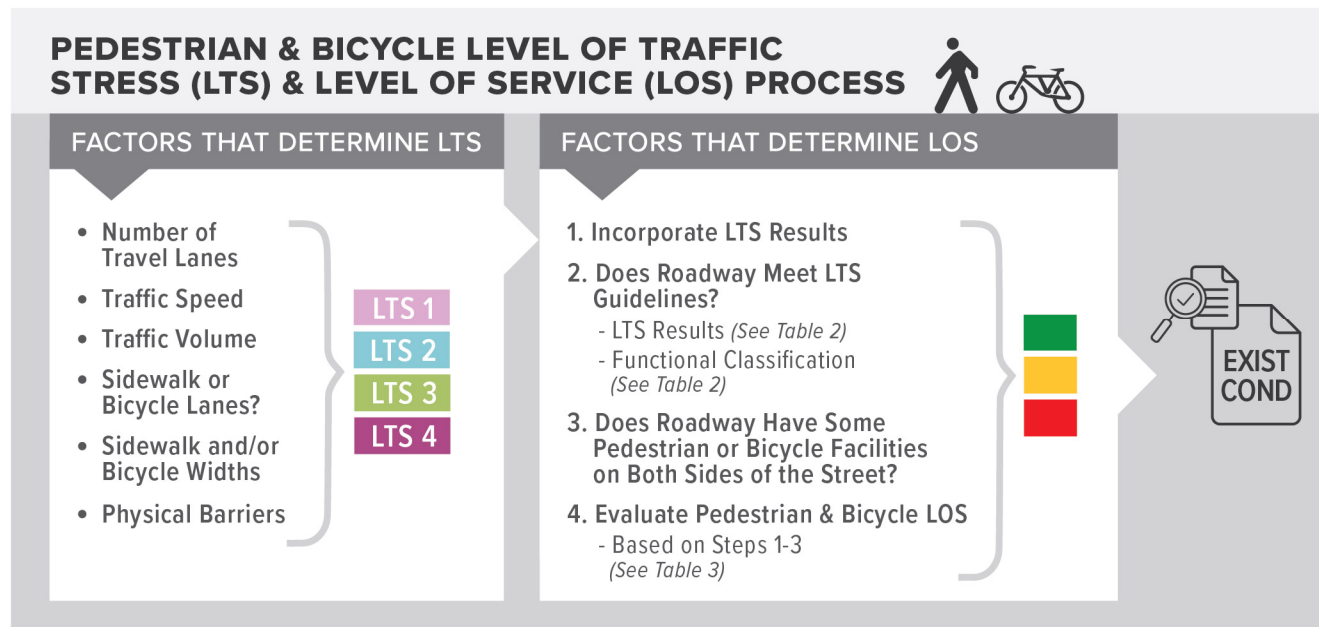


FIGURE 4. BIKE FACILITY GAPS ALONG THE BICYCLIST PRIORITY NETWORK

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 Transportation Master Plan 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 TMP⁷ (page 57) 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 guidelines that were updated in September 2024. Figure 5 illustrates the process of determining the level of traffic stress score and level of service category.

FIGURE 5. PEDESTRIAN AND BICYCLE MMLOS PROCESS



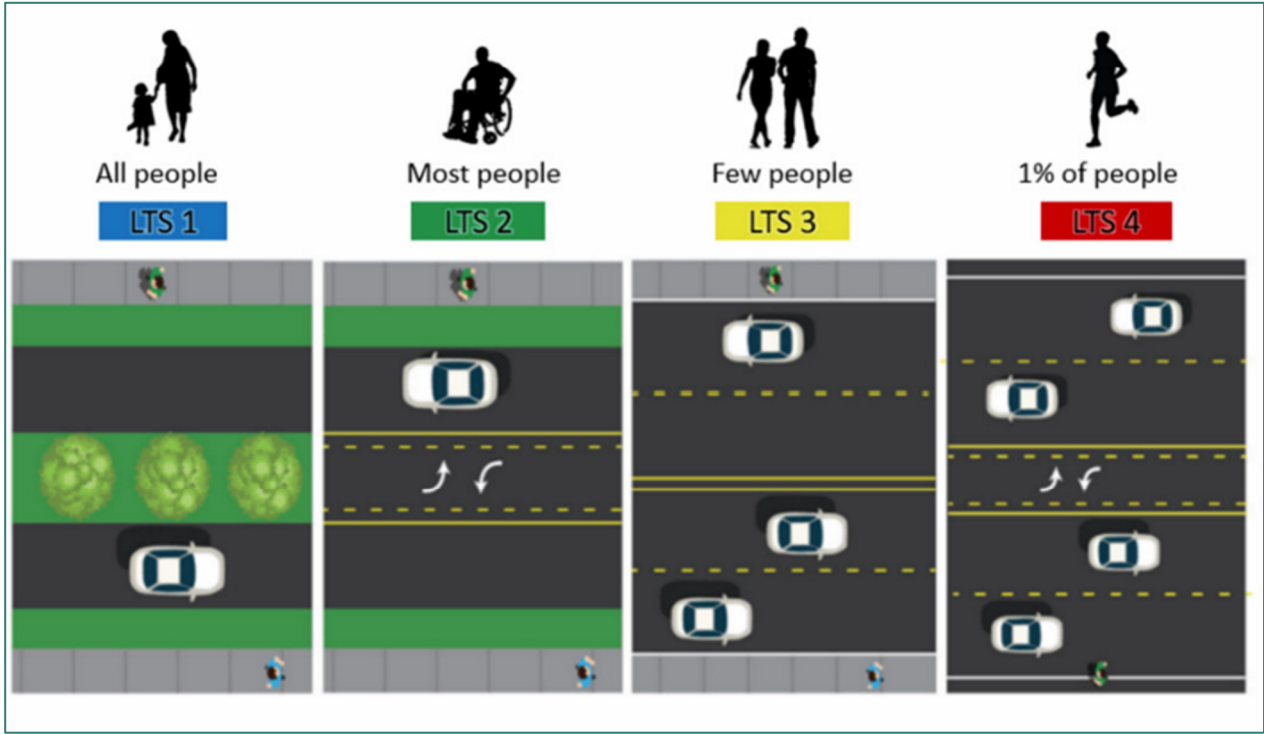
PEDESTRIAN AND BICYCLE LEVEL OF TRAFFIC STRESS

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 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.

⁷ <https://www.sammamish.us/media/2iwh3bfbk/transportation-master-plan-final-sml.pdf>

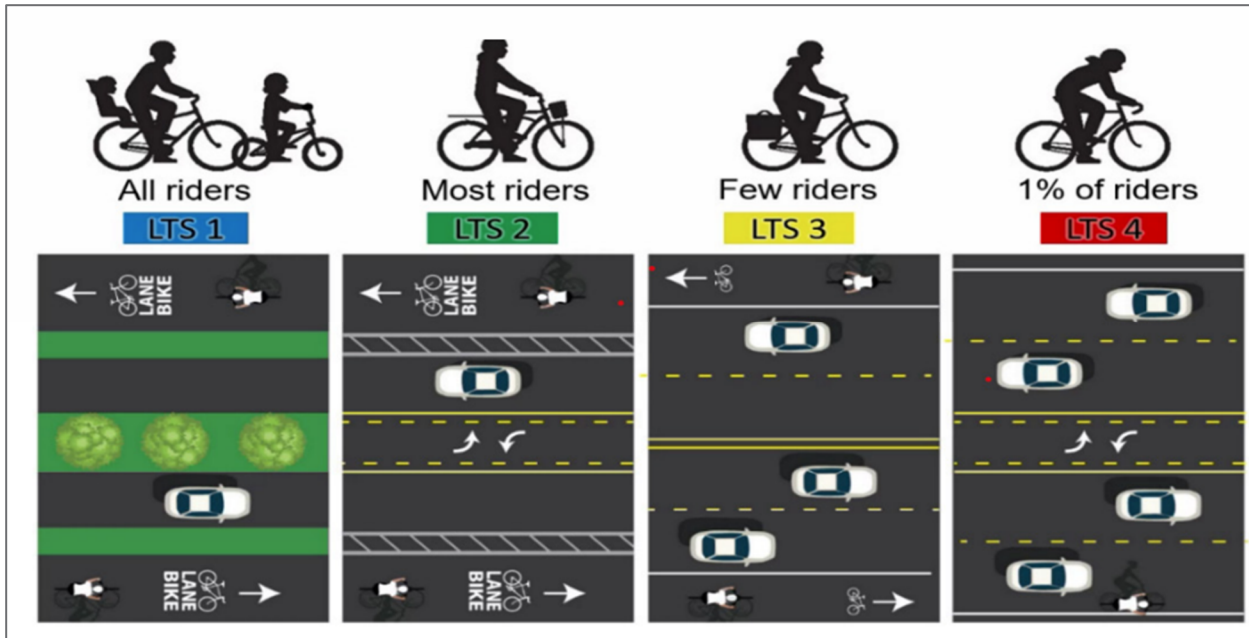
Pedestrian LTS (PLTS) and Bicycle LTS (BLTS) are expressed on a scale of 1 to 4, where a higher LTS score represents lower level of user comfort. Pedestrian and bicycle LTS categories are defined and illustrated in **Table 1**, **Figure 6** and **Figure 7**, where a designation of LTS 4 equals the lowest 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 A includes the WSDOT guidance used to analyze pedestrian and bicycle level of traffic stress.

A PLTS and BLTS score was calculated for each functionally classified (collector or arterial) street segment in Sammamish. Both sides of the street (i.e. northbound and southbound) were evaluated for LTS, and the worse 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 6. PEDESTRIAN LEVEL OF TRAFFIC STRESS AND COMFORT



SOURCE: WSDOT

FIGURE 7. BICYCLE LEVEL OF TRAFFIC STRESS AND COMFORT

As illustrated in **Figure 6** and **Figure 7**, 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:

- Number of travel lanes
- Speed of traffic
- Traffic volume
- Presence or lack of sidewalk or bicycle lanes
- Width of the sidewalk or bicycle lane
- Presence of physical barriers

All of these are considered when evaluating pedestrian and bicycle LTS as shown in Figure 5 and in Appendix A.

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 level of traffic stress guidelines, which were used for this analysis, do not explicitly account for grade or elevation changes. Understanding grade as important in Sammamish, the project team will take into account grade/elevation changes in the next phase of this Plan when prioritizing pedestrian and bicycle projects.

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	Enthusied & 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 Level of Traffic Stress results are shown in **FIGURE 8**. Bicycle Level of Traffic Stress results are shown in **FIGURE 9**. Appendix B documents the pedestrian and bicycle level of traffic stress analysis in table format that was conducted using Geographic Information System (GIS) software.



FIGURE 8. EXISTING PEDESTRIAN LEVEL OF TRAFFIC STRESS



FIGURE 9. 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 TMP⁸ (Page 63). Pedestrian and bicycle LOS for each roadway are evaluated following the steps below and as shown in Figure 5.

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. 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
PRINCIPLE ARTERIALS	LTS 2	LTS 2
COLLECTOR ARTERIALS	LTS 2	LTS 2
MINOR ARTERIALS	LTS 3	LTS 3

⁸ <https://www.sammamish.us/media/2iwh3bfbk/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 10. Bicycle Level of Service results are shown in Figure 11. Appendix B documents the pedestrian and bicycle level of service analysis in table format that was conducted using Geographic Information System (GIS) software.



FIGURE 10. EXISTING PEDESTRIAN LEVEL OF SERVICE



FIGURE 11. 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. This analysis focuses on crashes involving a bicyclist and/or pedestrian that occurred on all 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 E Lake Sammamish Parkway corridor, 20% occurred on 228th Avenue. **Figure 12** illustrates the nonmotorized collisions for a five-year period (2019 - 2023).

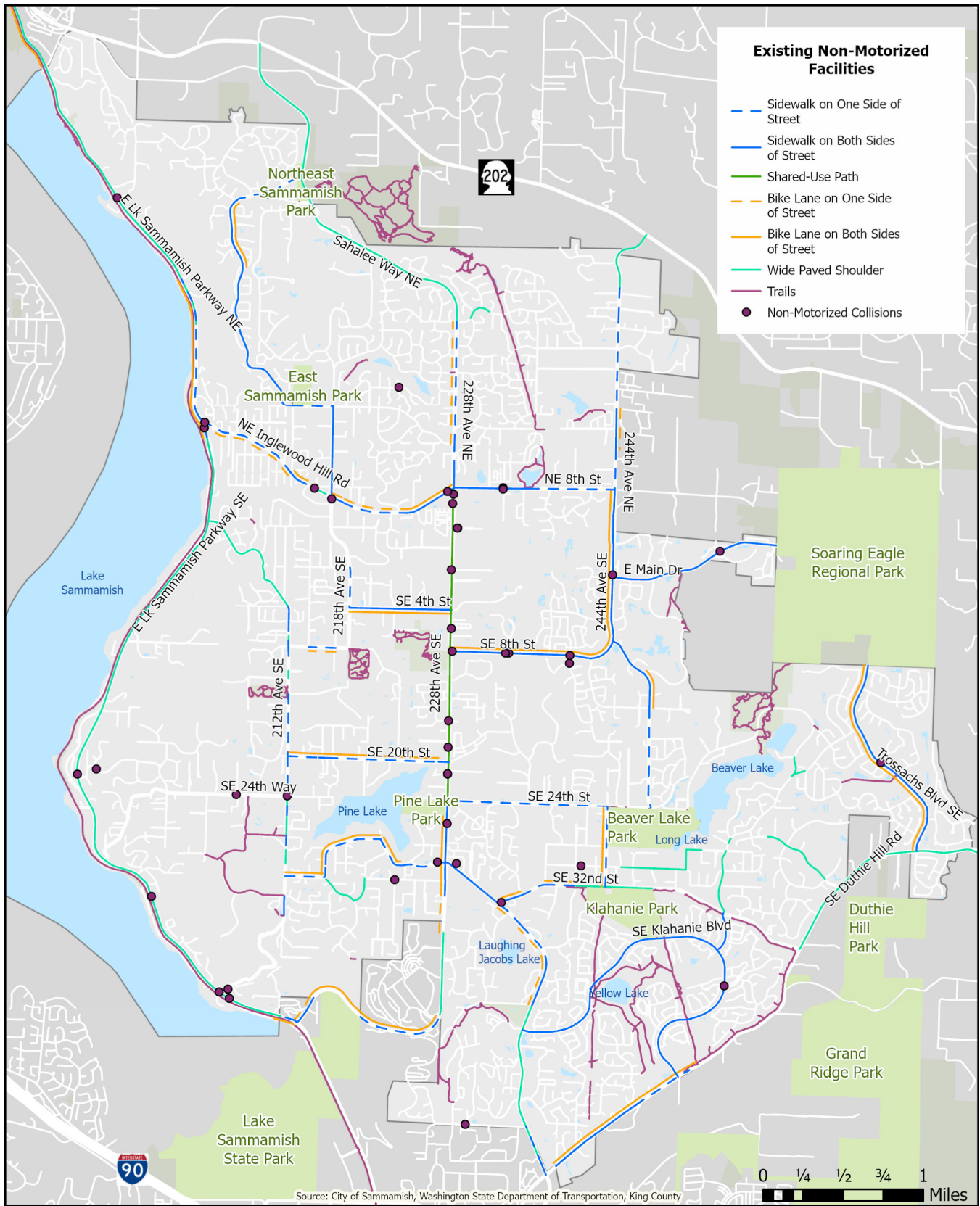


FIGURE 12. NONMOTORIZED COLLISIONS IN THE CITY (2019-2023)

NEXT STEPS

The existing conditions analysis documented in this memorandum will be used to develop the future conditions analysis. The future conditions assessment and analysis will help identify the need for pedestrian and bicycle projects to prioritize in the City of Sammamish. The findings will guide strategic investments in the City of Sammamish to enhance connectivity, safety, and accessibility for nonmotorized transportation, aligning with the Plan's goals and objectives.

Appendix A - WSDOT Guidance on Level of Traffic Stress

Appendix A - WSDOT Guidelines on Level of Traffic Stress

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	4	
	751 - 1500	1	1	2	3	4	4	4	4	
	1501 - 3000	1	1	2	3	4	4	4	4	
	> 3000	2	2	2	3	4	4	4	4	
2 thru lanes per direction	0 - 6000	2	2	2	3	4	4	4	4	
	> 6000	2	2	3	4	4	4	4	4	
3+ thru lanes per direction	Any ADT	2	2	3	4	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 1520-6 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 B - LTS/LOS Analysis from GIS software

Appendix B - LTS/LOS Analysis from GIS software

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	Pedestrian 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	Pedestrian 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		
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	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	Pedestrian 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	0	3	4	3 green	red
101	SE 8th St	Collector Arterial	2	2395	25	0	0	0	0	0	0	2	2	2 green	green
102	SE 8th St	Collector Arterial	2	2395	25	1	1	0	0	0	0	2	2	2 green	green
103	NE Inglewood Hill Rd	Minor Arterial	2	8512	35	1	1	1	0	0	0	4	4	3 yellow	yellow
104	NE Inglewood Hill Rd	Minor Arterial	2	8512	35	2	2	1	0	5	0	4	3	3 yellow	green
105	228th Ave NE	Principal Arterial	4	19836	35	3	1	0	5	0	0	2	2	2 green	green
106	Issaquah-Pine Lake Rd SE	Principal Arterial	2	15467	35	1	0	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	0	4	3	2 yellow	yellow
108	SE Issaquah-Fall City Rd	Principal Arterial	2	11567	35	0	0	0	5	0	0	4	4	2 red	red
109	205th Pl NE	Collector Arterial	2	2504	25	2	0	0	5	0	0	2	1	2 green	green
110	228th Ave NE	Principal Arterial	2	15698	45	1	1	0	0	0	0	4	4	2 yellow	yellow
111	SE Issaquah-Beaver Lake Rd	Minor Arterial	2	4800	35	0	0	0	0	0	0	4	4	3 red	red
112	SE Windsor Dr	Collector Arterial	2	2814	25	2	2	2	5	1	1	1	1	2 green	green
113	SE 8th St	Minor Arterial	2	6770	30	2	2	0	5	1	2	2	2	3 green	green
114	228th Ave SE	Principal Arterial	2	14385	35	0	1	0	0	0	0	4	4	2 yellow	red
115	212th Ave SE	Collector Arterial	2	4184	35	2	0	0	5	0	0	4	3	2 red	yellow
116	212th Ave SE	Collector Arterial	2	4184	25	0	0	0	0	0	0	3	3	2 red	red
117	212th Ave SE	Collector Arterial	2	4163	35	0	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	4	2 red	red
119	212th Ave SE	Collector Arterial	2	4163	35	0	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	4	2 red	yellow
121	212th Ave SE	Collector Arterial	2	4163	35	1	0	0	5	1	4	4	4	2 red	yellow
122	212th Ave SE	Collector Arterial	2	4163	35	0	0	0	0	0	0	4	4	2 red	red
123	212th Ave SE	Collector Arterial	2	4659	35	1	0	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	3	2 red	yellow
125	212th Ave SE	Collector Arterial	2	4807	35	1	0	0	0	0	0	4	4	2 red	yellow
126	212th Ave SE	Collector Arterial	2	4935	35	1	0	0	0	0	0	4	4	2 red	yellow
127	Louis Thompson Rd NE	Collector Arterial	2	3867	35	0	0	0	0	0	0	4	4	2 red	red
128	244th Ave NE	Minor Arterial	2	7982	35	1	0	0	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	3 green	green
130	244th Ave NE	Major Collector	2	5532	35	1	0	0	0	0	0	4	4	2 red	yellow
131	244th Ave NE	Major Collector	2	5532	35	1	0	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	0	4	4	2 yellow	yellow
133	216th Ave SE	Collector Arterial	2	1619	25	1	2	0	6	1	1	2	2	2 green	green
134	216th Ave SE	Collector Arterial	2	1619	25	1	2	0	0	0	1	2	2	2 green	green
135	East Lake Sammamish Pkwy NE	Minor Arterial	2	14991	35	0	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	0	4	4	3 red	red
137	East Lake Sammamish Pkwy SE	Principal Arterial	2	12939	35	0	2	0	0	0	3	4	4	2 yellow	red
138	SE Duthie Hill Rd	Principal Arterial	2	6119	35	0	0	0	0	0	0	4	4	2 red	red
139	SE Duthie Hill Rd	Principal Arterial	2	10777	35	0	0	0	0	0	0	4	4	2 red	red
140	SE 30th St	Collector Arterial	2	3226	25	1	0	0	0	0	3	3	3	2 red	yellow
141	SE 30th St	Collector Arterial	2	3226	25	1	0	0	5	1	3	3	3	2 red	yellow
142	212th Ave SE	Collector Arterial	2	4163	35	0	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	3	2 yellow	yellow
144	Sahalee Way NE	Principal Arterial	2	16099	45	0	0	0	0	0	0	4	4	2 red	red
145	Sahalee Way NE	Principal Arterial	2	16099	45	0	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	2 green	green
147		Minor Arterial	2	8512	35	2	2	2	0	0	3	3	3	0 green	green
148		Minor Arterial	2	8512	35	1	1	1	0	0	4	4	4	0 yellow	yellow
149		Minor Arterial	2	8512	35	2	2	2	0	0	3	3	3	0 green	green

		City Functional Classification	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	Pedestrian LTS	LTS Guidelines for LOS	Bicycle LOS	Pedestrian LOS
FID	Road Name	Lanes												
150		Minor Arterial	2	8512	35	0	0	0	0	0	4	4	0 red	red
151		Minor Arterial	2	8512	35	1	1	0	0	0	4	4	0 yellow	yellow
152		Minor Arterial	0	8512	35	2	2	0	0	0	3	3	0 green	green
153		Minor Arterial	0	8512	35	0	0	0	0	0	4	4	0 red	red
154		Collector Arterial	2	4935	35	0	0	0	0	0	0	4	0	red
155		Collector Arterial	2	4935	35	1	0	0	0	0	0	4	0	yellow
156		Collector Arterial	2	4935	35	0	0	0	0	0	4	0	0 red	
157	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	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	0	4	4	3 red	red
159	East Lake Sammamish Pkwy NE	Minor Arterial	2	15266	35	0	0 0	0	0	0	4	4	3 red	red
160	244th Ave NE	Major Collector	2	5532	35	1	0 0	0	0	0	4	3	2 red	yellow
161	244th Ave NE	Major Collector	2	5532	35	1	0 0	0	0	0	4	4	2 red	yellow
162	SE Issaquah-Fall City Rd	Principal Arterial	2	11567	35	0	2	5	0	0	4	4	2 red	red