

Frequently Asked Questions About the Bicycle and Pedestrian Mobility Plan

Safety Questions

1. What are non-motorized collisions?

A non-motorized collision is any collision between a non-motorized person (i.e. bike, pedestrian, wheelchair) and a motorized vehicle (i.e. car or truck).

2. Are lighting conditions at non-motorized collisions tracked?

First-responders note lighting conditions in their incident reports.

3. How will the Bike and Pedestrian Mobility Plan address common obstructions in bike lanes such as waste bins?

Generally, this is an education issue. The design of certain facilities such as protected bike lanes, can discourage this behavior. Additionally, Republic Services, the City's garbage hauling provider, has a guidance graphic (shown below) on their website advising that bins should be placed on the street as close to the curb as possible.



4. How is the Bicycle and Pedestrian Mobility Plan addressing e-bikes?

The project team has been working with the City's Traffic Engineering Team and the Sammamish Police Department on the development of policy recommendations that will be included in the Bike & Pedestrian Mobility Plan. The City's website (link below) provides information about e-bike safety and the allowed locations. E-bike website: <https://www.sammamish.us/government/police/e-bicycles-e-motorcycles/>

5. How does the City prioritize pedestrian safety?

The City prioritizes pedestrian safety in numerous ways, from its goals and policies to infrastructure improvements.

- *Policy Implementation:* The City's Comprehensive Plan and [Transportation Master Plan](#) (TMP) goal T2., Maintain, preserve, and operate the City's transportation system in a safe and functional state, and subsequent policies prioritize safety for all transportation modes, including pedestrian safety. One of the implementation strategies in the TMP is the preparation of the Bicycle and Pedestrian Mobility Plan, which identifies recommended pedestrian facility types to enhance safety and identifies priority projects to provide additional pedestrian facilities along arterial and collector roads as well as within ½ mile of schools.
- *6-year Capital Improvement Plans (CIP):* Recommended projects from the Bicycle and Pedestrian Mobility Plan to improve infrastructure will be scored and added to the City's 6-year CIP, either as standalone projects within the plan or as part of the following programs:
 - Sidewalk Gap & Non-Motorized Program; and
 - School Zone Safety Improvement Program

Other plans and work that are a part of the CIP include:

- Streetlight Enhancement Plan;
- ADA Barrier Remediation; and
- Transit Enhancement Program including a crosswalk study, bus stop optimization study, and bus stop amenities & mobility hub implementation plan.
- *Engineering Details & Public Works Standards - The City's 2016 Public Works Standards are being updated in 2025 and 2026.* The update is anticipated to touch on aspects of pedestrian safety such as updating roadway and sidewalk designs.

Planning Process Questions

1. Did the City reach out to other jurisdictions for wisdom or lessons learned in their Bike & Pedestrian Plan development process? Or Seattle bicycle clubs?

The City completed a literature review of other Bike and Pedestrian Mobility Plans in nearby cities like Issaquah and Redmond. Additionally, the City has had conversations with the City of Issaquah and participates in the Eastside Transportation Partnership (ETP) where non-motorized transportation is discussed frequently.

2. What are the steps to complete the Bicycle and Pedestrian Mobility Plan? What is the implementation of this Plan?

The next steps for this project include:

- Completion of the 2044 Future Conditions analysis (on-going and close to completion),

- Facilities and Project Recommendations (on-going),
- Project Prioritization (on-going),
- Analysis of school walk zones and proximity to commercial centers (on-going),
- Second Community Workshop on July 16, 2025 (completed),
- Draft of the Bike and Pedestrian Plan (late summer 2025), and
- Public process and adoption with City Council in Fall 2025.

Implementation efforts after the Plan is adopted include:

- TMP Update: the entire Plan will be included as an Appendix; other sections of the TMP will be updated as needed, including the 6-year and Unconstrained Project List, policies, etc.
- Priority projects from the Plan will be scored and added to the 6-year Citywide CIP within the following categories:
 - Sidewalk Gap & Non-motorized Program
 - School Zone Improvements Program
 - Traffic, Safety, and Non-motorized Projects
 - Corridor Projects
- Policy recommendations will be considered for incorporation into both the text and engineering details of the 2025-2026 Public Works Standards & Right-of-Way Code Update.

Bike and Pedestrian Mobility Plan Content Questions

1. Will bicycle and pedestrian connections to schools be evaluated as part of the Bike and Pedestrian Mobility Plan?

The Bike and Pedestrian Mobility Plan will help identify bicycle and pedestrian facility improvement project needs to improve or enhance access to schools. The Plan included school locations as a prioritization criteria along arterial and collector roadways when examining sidewalk and bicycle facility gap projects. The Plan also examined a ½ mile buffer around schools to identify bicycle and pedestrian project needs outside of the arterial and collector roadway network such as on local roads and shared use paths.

2. Will e-scooters be considered as a part of this Bicycle and Pedestrian Mobility Plan?

The Bicycle and Pedestrian Mobility Plan will address policies regarding where e-scooters and e-bikes can safely operate. Additionally, e-scooters, otherwise known as motorized foot scooters, are currently addressed in [Sammamish Municipal Code 46.20](#).

3. Why is the northern connection of the existing Williams Pipeline Trail corridor to the Evans Creek Preserve trail system not prioritized for maintenance?

The trail network that traverses through the Williams Pipeline Corridor is made up of many private/Homeowners Association (HOA) owned land and therefore is not maintained by the City. The City has identified this network as a potential future public system in the Parks, Recreation and Open space (Pros) Plan and will address it similarly in the Bike and Pedestrian Mobility Plan as well.

4. How are intermittent sidewalk connections being addressed?

We call these sidewalk gaps in the Bike and Pedestrian Mobility Plan. Sidewalk gaps along the main arterials have been developed and mapped. The criteria established and being included in the Bike and Pedestrian Mobility Plan gives guidance on where sidewalks are needed and helps decide which projects should be done first. As projects are identified they will be incorporated in the Transportation Capital Improvement Plan (CIP). Additionally, Chapter 9 of the City's [Public Works Standards](#) calls for new development to provide sidewalks on City streets. The Plan also sets guidance for future developments to include sidewalks through various policies such as T1.2, 1.3, 2.1 & 2.4.

Capital Project & Implementation Questions

1. Before going to City Council, will the City notify owners of properties adjacent to projects?

The City engages with property owners that may be impacted by capital projects in a variety of ways: through mailings, project open houses, etc.

2. How can the City work with property owners to utilize private trails to expand the non-motorized network?

There are numerous existing trails throughout the city that are privately owned and/or maintained; typically, by Homeowners Associations (HOAs). The City recognizes the importance of these trail connections for the community; however, this is a long-term effort done in coordination with the Parks Department, Department of Community Development, and private property owners to acquire land, easements, and/or right-of-way. It is a long-term goal to have trail connections throughout the City. It is also addressed similarly in the [Parks, Recreation, and Open Space \(PROs\) Plan](#) in Chapter 6: Recreational Trails and Chapter 10: Capital Projects & Implementation. Additionally, for trails to be considered to be part of the transportation network, they need to be ADA accessible, so upgrades will need to be made to most of the private trails if there is an agreement to make them public.

3. What are the requirements for sidewalk projects to be added to the City's 6-year Transportation Improvement Plan project list?

In the [6-year Transportation Capital Improvement Plan \(CIP\)](#), the City has an existing Sidewalk Program called the Sidewalk & Non-motorized Program that adds sidewalk and non-motorized facilities within the community to foster connectivity and multi-modal connections. The program focuses on smaller projects such as filling sidewalk gaps and completing the non-motorized transportation system. Currently this program includes projects that have been submitted to the City through requests (primarily through MySammamish and email) or have been identified as a need through staff observation. These projects are prioritized using criteria included in the Transportation Improvement Guide Document, which can be found attached to the most recently adopted [2025-2030 Transportation Improvement Plan](#).

The Bike and Pedestrian Mobility Plan is an opportunity to achieve the vision of an integrated network of pedestrian and bicycle facilities needed to connect neighborhoods to local activity centers, including schools, parks, transit, commercial areas, Town Center, and regional destinations

as feasible. The Plan incorporated a new prioritization tool using GIS analysis that identifies areas with the highest need for pedestrian and/or bicycle facilities. Once these priorities are identified then projects can be ranked and placed under various categories in the 6-year CIP such as the Sidewalk & Non-motorized Program, the School Zone Improvement Program or one of the larger project categories like the Traffic, Safety, & Non-motorized Projects or Corridor Projects. Projects that are not as high of a priority or do not have funding available to them at the time of review will be considered for the 20-year Unconstrained Project List in the [Transportation Master Plan](#) and will be considered to be added to the 6-year CIP on an annual basis based on need, priority, and funding.

4. How can rapid flashing beacons be added to crosswalks?

The application of rapid flashing beacons at crosswalks is generally guided by the number of vehicle lanes and speed limit of the roadway. An engineering study is typically required to determine if a rapid flashing beacon is appropriate.

5. When installing a bike lane, at what point is it determined if it will be a joined, separated, or protected bike lane?

The Bike and Pedestrian Mobility Plan provides recommended bike facility types (e.g., conventional bike lanes, buffered bike lanes, and separated bike lanes) based on roadway classification, speed, traffic volumes and number of adjacent vehicle lanes. These recommendations are based on guidance from WSDOT and a peer review of neighboring cities like Redmond and Issaquah.