Sahalee Way Corridor Study

City Council Regular Meeting - September 2, 2025

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Public Works Department

Why Are We Here?

OBJECTIVE

- We heard Council's comments on June 10.
- At the end of this presentation – "Did we get it right?"
  - New Alternatives B.1 and C.1
  - Q&A Responses

AGENDA

- Policy Implementation:
  - Summarize key guidance from adopted policy documents
- Corridor Study – Purpose and Importance
- Sahalee Corridor Study & Plan
  - Objectives
  - Progress and schedule
  - Presentation of alternatives
- Next Steps and Council Feedback

Transportation Master Plan & Level of Service

Implementing goals and policies from:

- Comprehensive Plan
- Transportation Master Plan
- Sammamish Transit Plan
- Climate Action Plan
- Local Road Safety Plans

Sammamish Transportation Master Plan (TMP)

"City of Sammamish envisions a future transportation system that serves all users and modes of travel by offering a safe and welcoming transportation network that optimizes connectivity and efficiency, aligns with the Climate Action Plan and sustainability goals of the city, maintains fiscal sustainability, and enhances the community."

2024 Sammamish Comprehensive Plan & Transportation Master Plan

- Goals and policies
  - Chapter 5, Future Transportation Vision
- Level of Service (LOS)
  - Vehicular LOS
  - Multimodal Level of Service (MMLOS) – guidelines/aspirational
  - Chapter 2 – Existing Conditions
- Implementation strategies
  - Projects, Programs & Activities
  - Chapter 3, Future Conditions
  - Chapter 5, Funding

TMP Goals & Policies

T1 Provide a highly efficient multimodal transportation network.

- T 1.2 – Plan, build, and maintain a balanced, multimodal system.
- T 1.5 – Encourage transit ridership and increase accessibility to transit.

T2 Invest in transportation systems that offer greater options, mobility, and access in support of the City's growth strategy.

- T 2.1 – Prioritize investments in programs, projects, and planning efforts that advance multimodal transportation, safety and reduce vehicle miles traveled and greenhouse gas emissions.

T3 Maintain, preserve, and operate the city's transportation system in a safe and functional state.

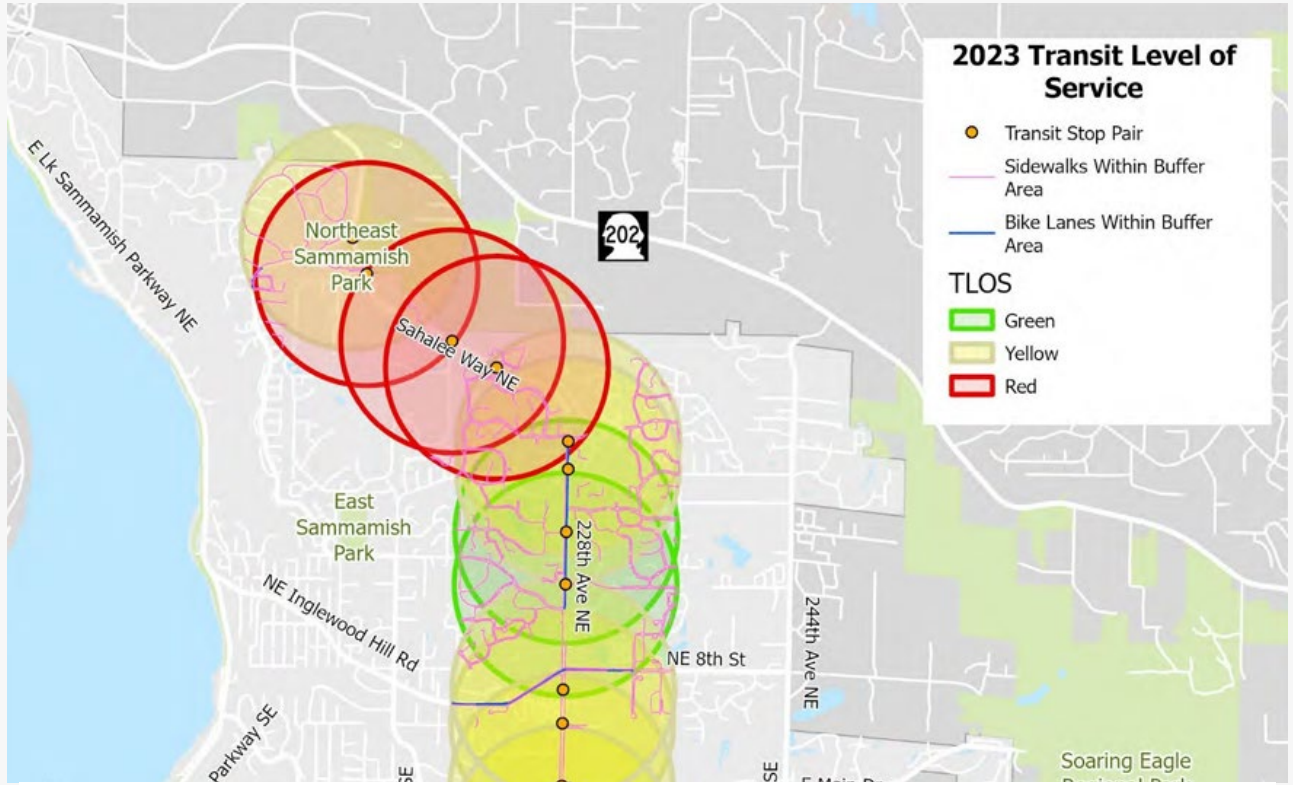
- T 3.2 – Prioritize safety for all transportation modes when planning capital improvements.

T4 Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment.

- T 4.1 – Seek the development and implementation of transportation modes and technologies that are energy-efficient, reduce vehicular emissions, support regional and national efforts to improve overall system flow and performance.

Policy & Performance Metrics: Transit Level of Service (LOS)

- Transit LOS
  - Defined in TMP, Transit Plan
- Existing conditions: Limited or no bicycle and pedestrian facilities within 0.5 mile of transit stops
- Recommendations
  - Include sidewalk and crosswalks for linkage to transit
  - Bus stop optimization
  - Mobility hub implementation

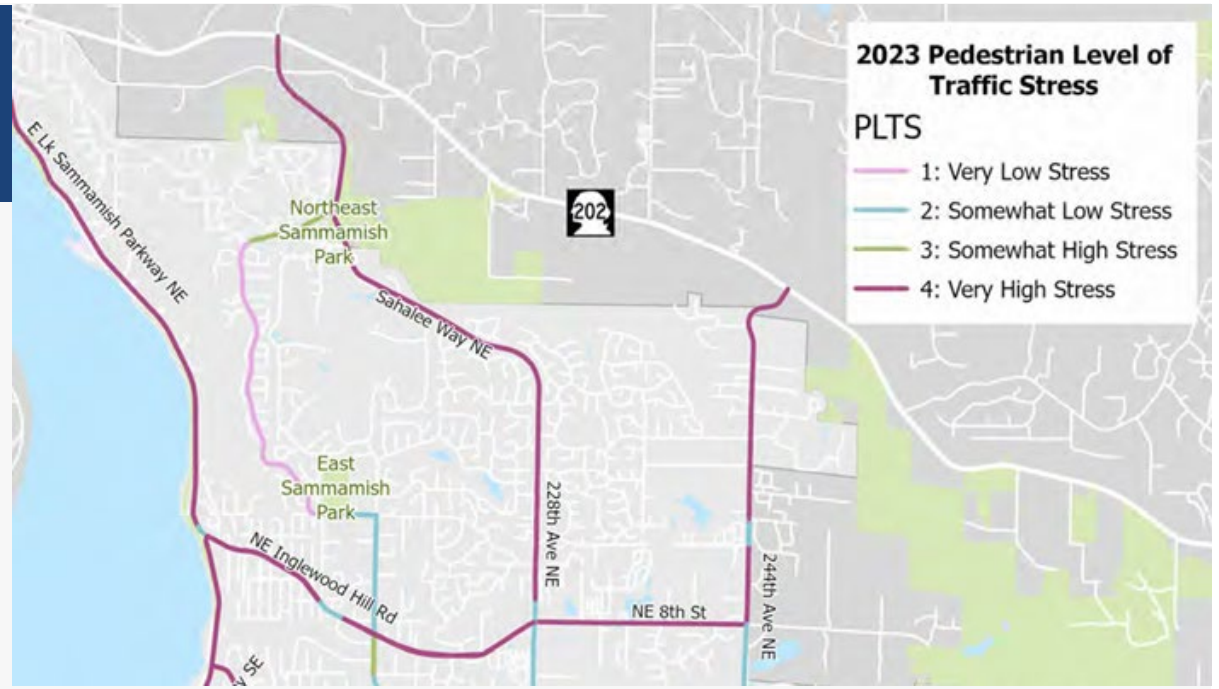


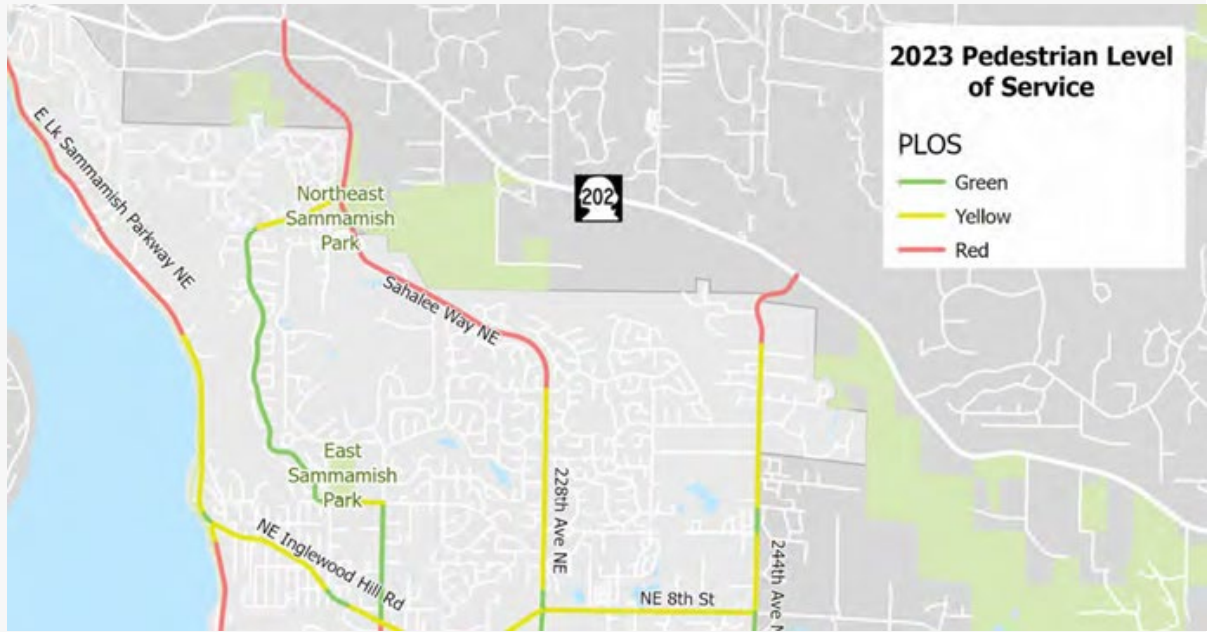
TRANSIT LEVEL OF SERVICE	DESCRIPTION
Green	Adequate bicycle and pedestrian facilities within a half-mile of the stop pair.
Yellow	Limited bicycle and pedestrian facilities within a half-mile of the stop pair.
Red	Very limited or no bicycle and pedestrian facilities within a half-mile of the stop pair.

Policy & Performance Metrics: Pedestrian LOS

- Pedestrian PLTS, LOS
  - Defined in TMP
  - Updated with 25-26 TMP Update, Bike & Pedestrian Mobility Plan
- Existing conditions:
  - Sidewalk on south-half and west-side only
  - Few crosswalks
- Recommendations
  - Add sidewalks to north half
  - Add key sidewalk gaps at parks, bus stops

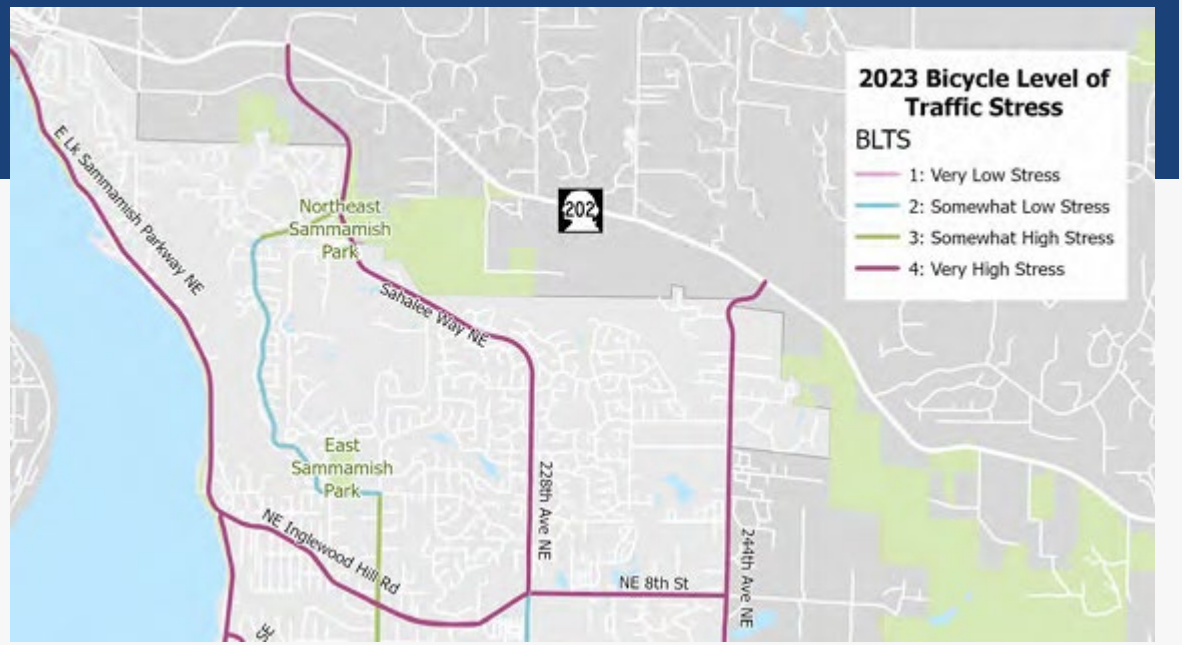
FUNCTIONAL CLASSIFICATION	PEDESTRIAN LTS GUIDELINES	BICYCLE LTS GUIDELINES
Principle Arterials	LTS 2	LTS 2
Collector Arterials	LTS 2	LTS 2
Minor Arterials	LTS 3	LTS 3

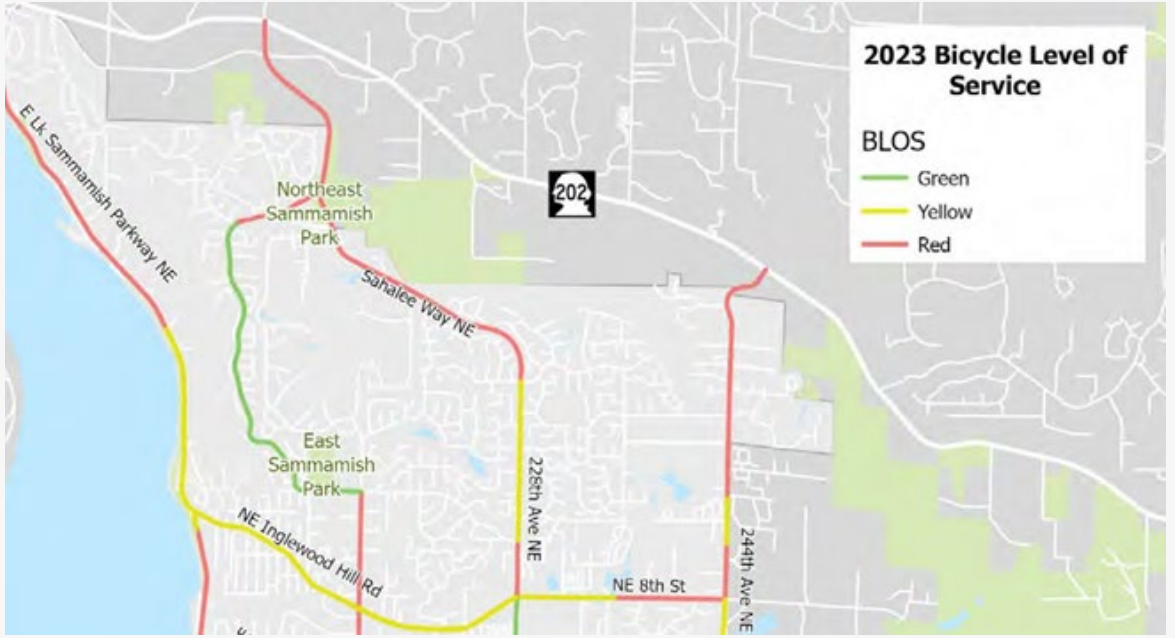




Policy & Performance Metrics: Bicycle LOS

- Bicycle Level of Traffic Stress (BLTS), LOS
  - Defined in TMP
  - Being updated with 25-26 TMP Update, Bike & Pedestrian Mobility Plan
- Existing BLTS: Very high stress
- Recommendations:
  - Improve bicycle safety and connectivity
  - Reduce BLTS

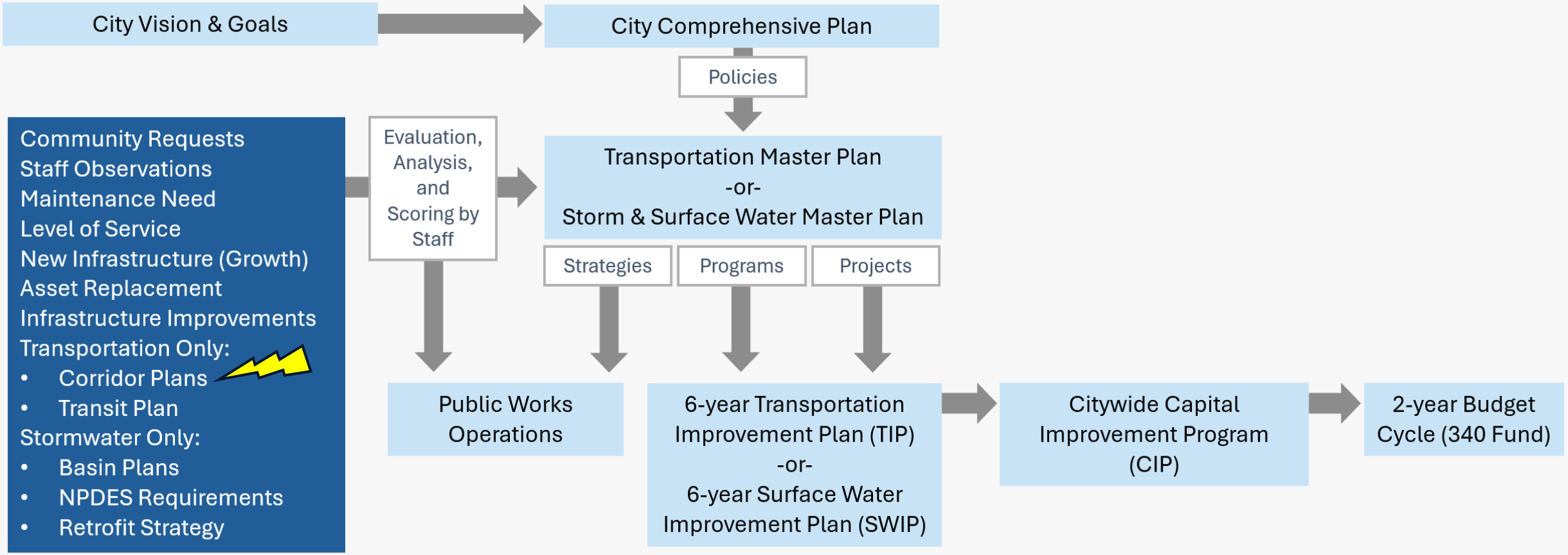




Corridor Planning

Balancing Policy Goals with Corridor Constraints

Corridor Plans: Guidance Docs Align to Implementation

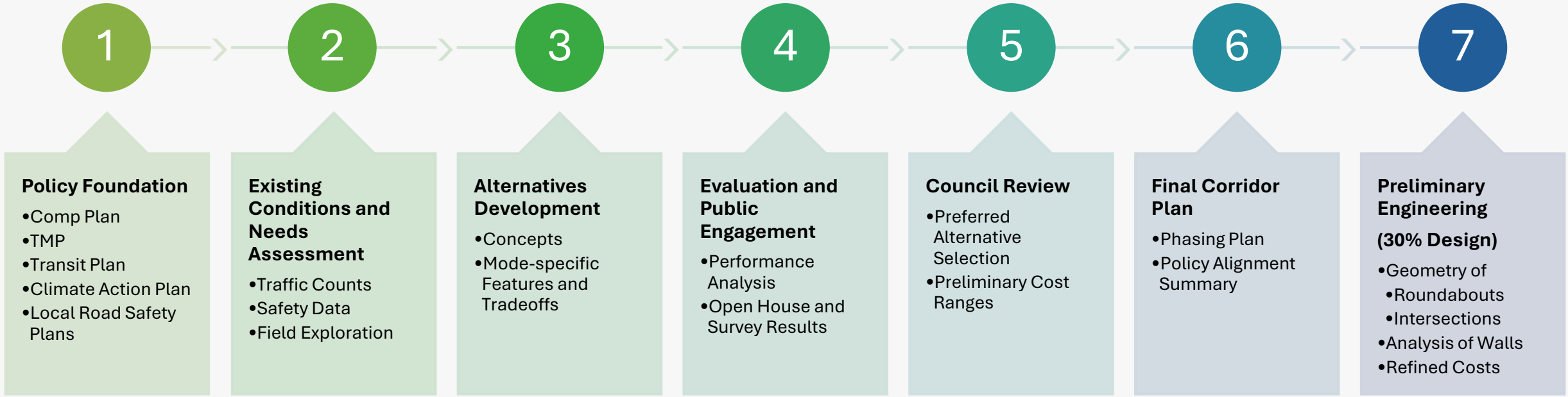


Importance and Purpose of Corridor Plans

A Corridor Study is the process to create a ***Corridor Plan*** which:

- ***Implements*** the vision, goals, and policies from adopted community plans
- Provides a ***master plan*** for future corridor improvements
- Directs multi-modal design for safety and access for all users (pedestrians, cyclists, transit, vehicles)
- Establishes a ***long-term vision*** for urbanizing a principal arterial
  - Looks out 20 years
  - Prioritizes near-term improvements within a consistent long-range framework
  - Provides coordinated improvements that can be delivered in phases as funding allows
- Informs cost planning for roadway, utility, and stormwater infrastructure
- Coordinates design to meet stormwater treatment and detention requirements

Corridor Plan Process



Sahalee Corridor Plan

Project Goals & Objectives

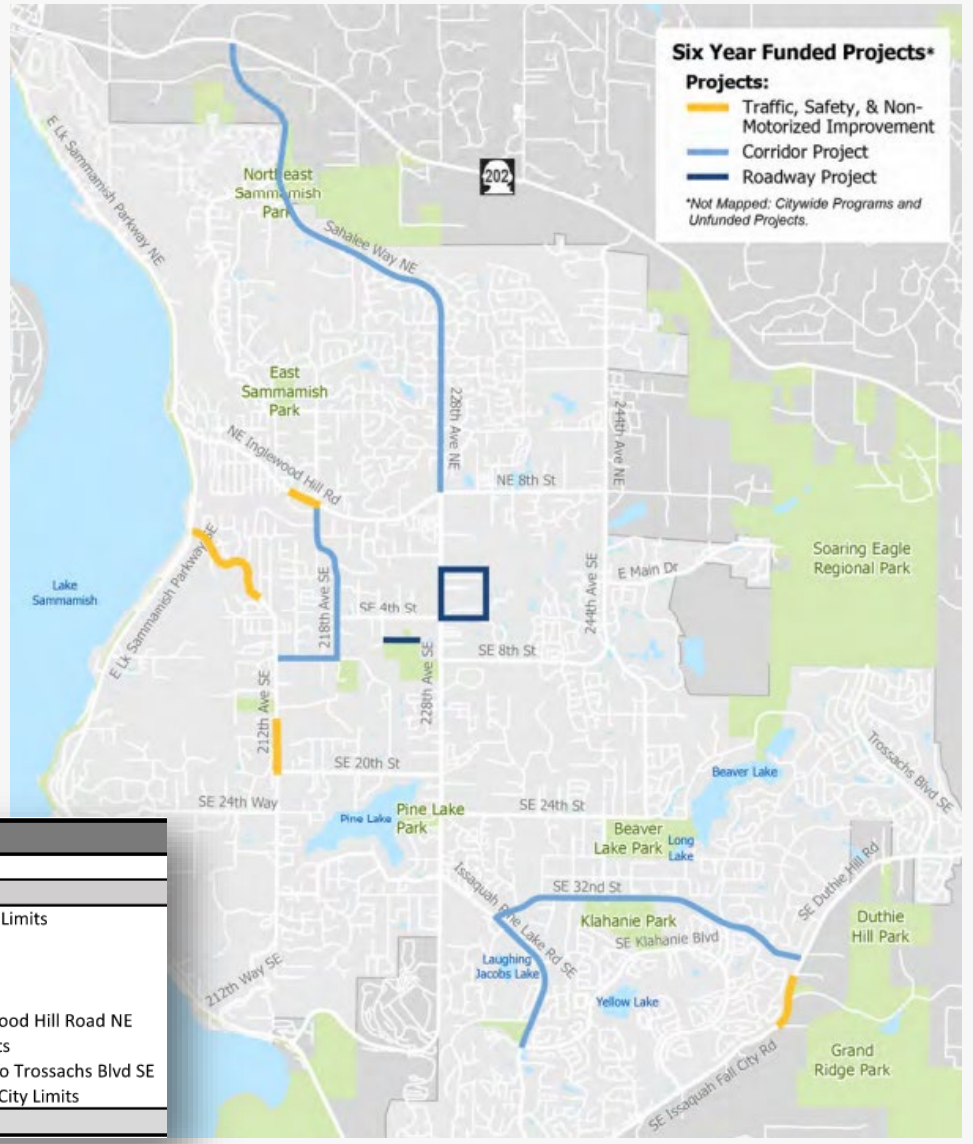
Accomplishments to Date

Corridor Constraints

Alternatives Refinement

Importance of the Sahalee Way Corridor Plan

- Corridor studies identified in the TMP and in 6-year capital plans, within project category Corridor Improvement Projects.
- Sahalee Way Corridor Study was scored utilizing the prioritization scoring system
- Three corridor studies have a similar score in the TIP.
- Sahalee was selected to move forward first to improve access to transit and light rail.



Corridor Improvement Projects

Priority Rank	New Score (Staff)	Project Type	Funded / Unfunded	ID No.	Project Name
1	92.5	Corridor	Funded	TR-115(05)	Sahalee Way Corridor Improvements: NE 8th Street to City Limits
2	92.5	Corridor	Funded	TR-02	Issaquah-Pine Lake Rd: SE 44th - SE 32nd, Ph. 1
3	92.5	Corridor	Funded	TR-03	Issaquah-Pine Lake Rd: SE 48th to SE 44th, Ph. 2
4	92.5	Corridor	Funded	TR-18	SE 8th/218th Avenue SE - 212th Ave SE to SE 4th Street
5	92.5	Corridor	Funded	TR-42	218th Avenue SE/216th Avenue SE: SE 4th Street to Inglewood Hill Road NE
6	75	Corridor	Funded	TR-122	SE 32nd/Issaquah Beaver Lake Road Corridor Improvements
7	55	Corridor	Unfunded	TR-26	SE Duthie Hill Road: West side of the "Notch" (City Limits) to Trossachs Blvd SE
8	52.5	Corridor	Unfunded	TR-23	East Lake Sammamish Parkway SE: 212th Ave SE to South City Limits

Sahalee Way Corridor Study: Project Goals

Plans for needs 20 years out

Reflects community input

Aligns with City Comprehensive Plans and policies (detailed in following slides)

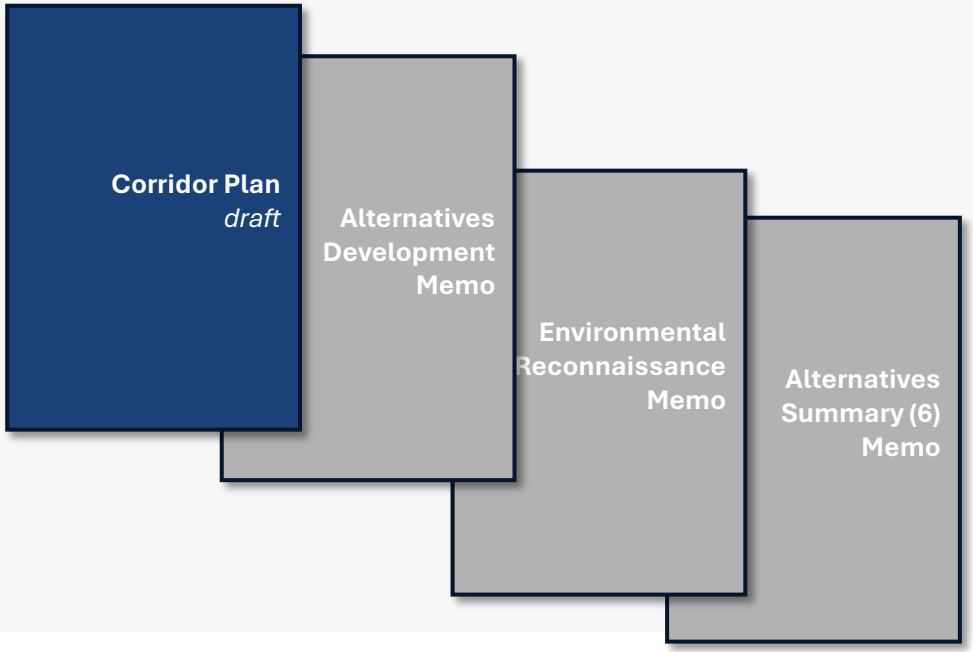
Expected to be constructed in phases:

- Near term with immediate benefits, and
- Long term as funding allows

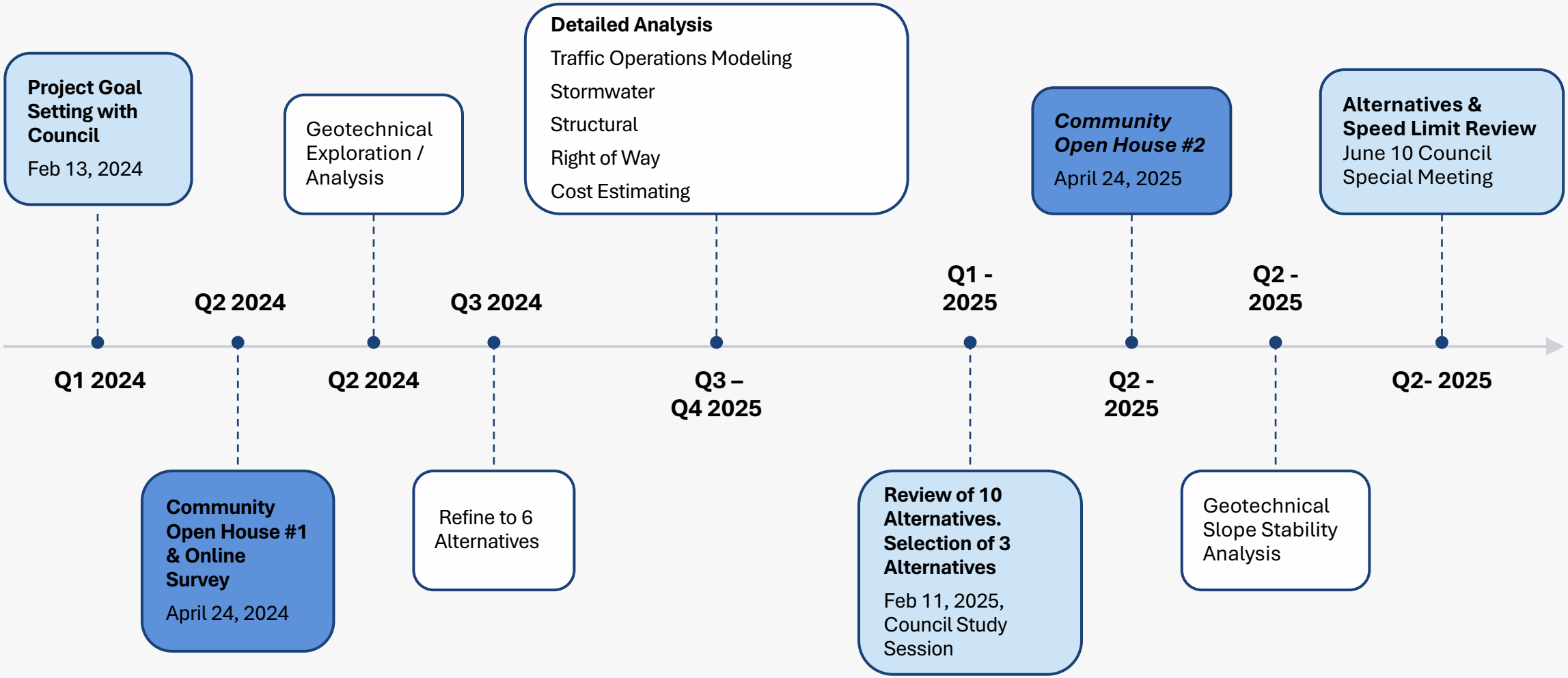
Sahalee Corridor Plan

The final Corridor Plan will include:

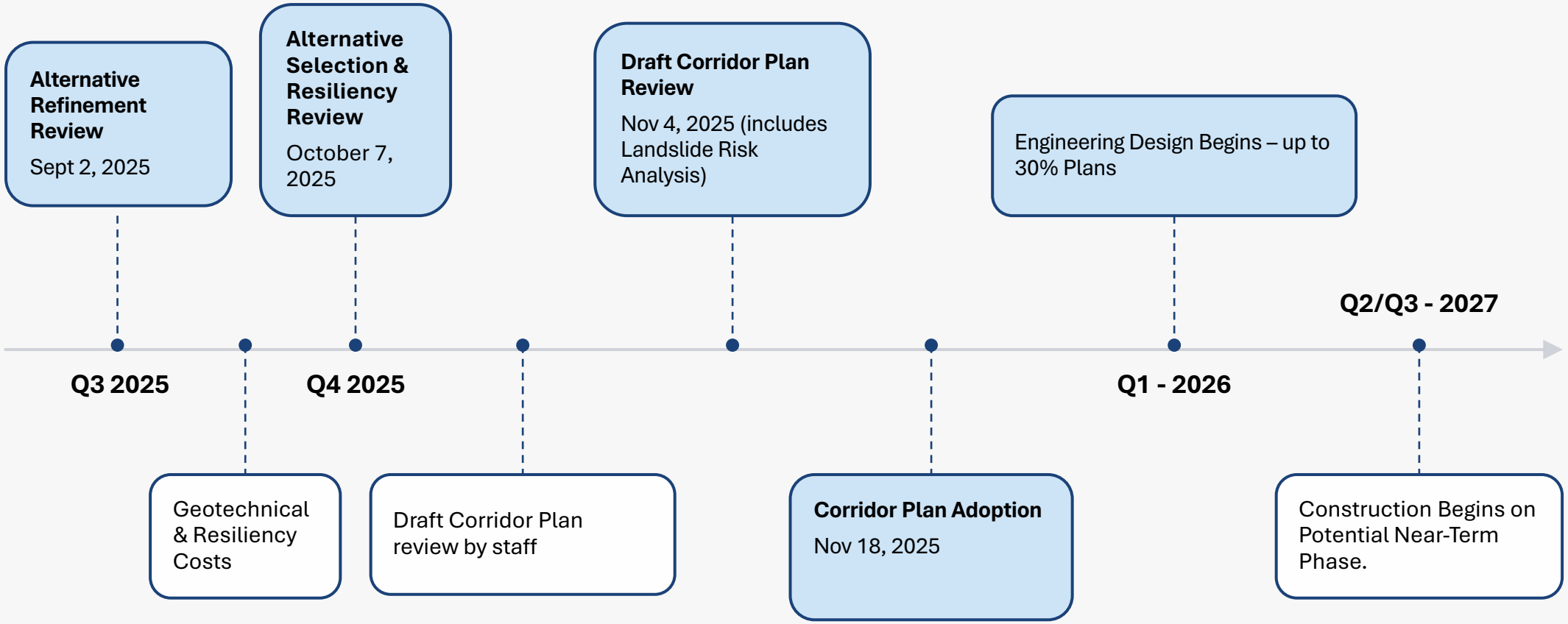
- Preferred alternative to build out (north and south portions)
- Corridor layout
- Refined cost estimates
- Phasing – how to deliver near-term and long-term projects
  - All phases are compatible with the whole, while providing immediate benefits
- Appendices
  - Alternatives Memo – 10 and 6
  - Geotechnical Report
  - Stormwater Report
  - Traffic Analysis
  - Public Outreach
  - Detailed Cost Estimates



Sahalee Corridor Study Timeline to Date



Corridor Plan: Next Steps

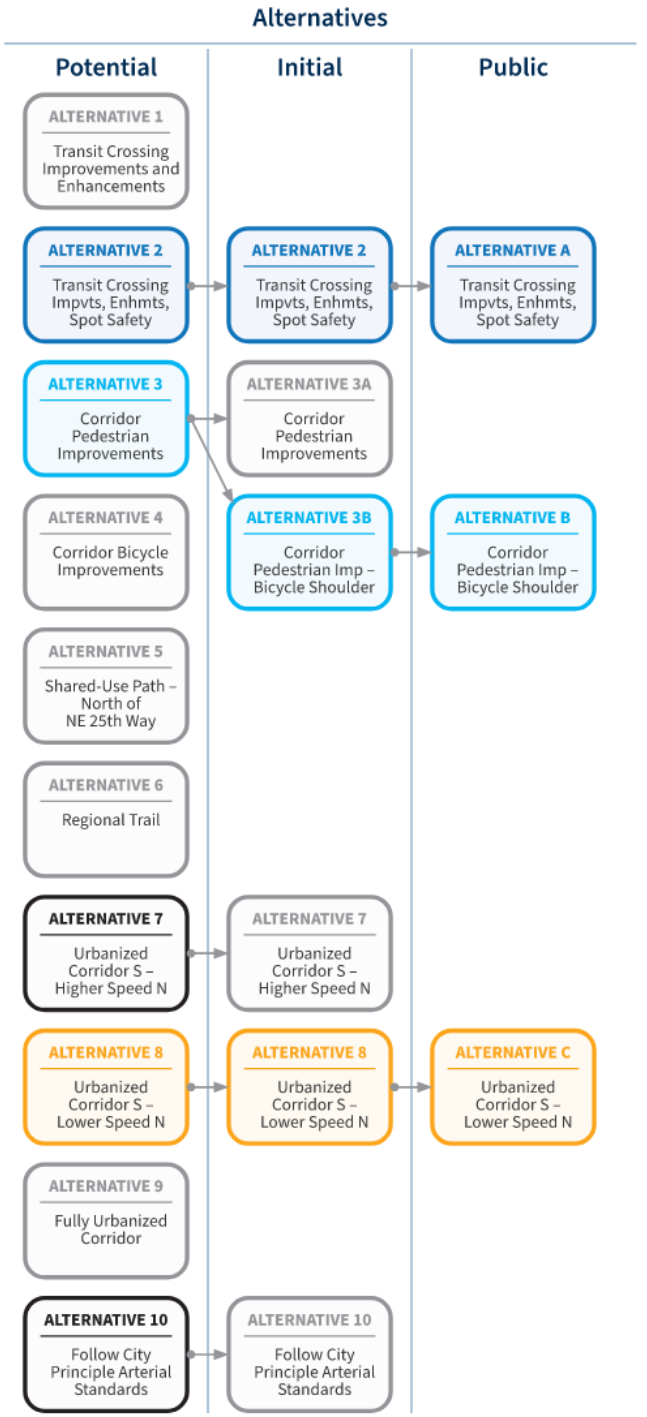


Distillation of Plan Goals

City Goals (TMP, Transit Plan, Local Road Safety Plan)	Recommended Corridor Infrastructure Improvements	Outcome
Enhanced Transit Access	Crosswalks, bus stop location optimization, bus stop improvements, mobility hub	Increase access to light rail and community amenities by transit. Increase transit ridership.
Pedestrian Comfort & Access (Pedestrian Level of Traffic Stress 2)	Crosswalks, sidewalks separated from traffic	Comfortable for most adults, increasing mobility and safety.
Bicycle Comfort & Access (Bicycle Level of Traffic Stress 2)	Buffered biked lanes, separate multi-use paths	More riders feel safe, thereby expanding mobility options.
Safety & Speed Management Improvements	Implement reduced design speeds, roundabouts, HAWK or RRFB crossings and improved intersection geometry.	Safer transportation system that balances mobility with comfort of pedestrians, cyclists and drivers
Vehicle Intersection Level of Service	No projected intersection failures	Similar travel times

Analysis Methodology

- 10 Potential Alternatives (1- 10)
  - Developed by study team
  - Traffic and safety analysis completed
  - Staff review
- 6 Initial Alternatives (1, 3A, 3B, 7, 8, 10)
  - Planning, environmental analysis
  - Reviewed by staff
- 3 Public Alternatives (A, B, and C)
  - Additional analysis
  - Shared with community
  - Reviewed in June with City Council



Evaluations at Each Stage

Potential Alternatives

Existing conditions analysis
Traffic modeling
Safety performance analysis
Crash reduction options
Level of traffic stress
Relative costs ($ to $$$$$)

Initial Alternatives

Concept schematics
Cross-section diagrams
Right-of-way impacts
Environmental impacts
Travel time modeling
Stormwater analysis
Retaining wall analysis
Planning-level estimating
Grant funding opportunities

Public Alternatives

Preliminary project phasing
Landslide risk analysis
Refined speed limit analysis
Refined intersection analysis

Refinement of Alternatives

Spectrum of Corridor Alternatives

- Stronger policy alignment = higher costs
- Council's Preferred Alternative will balance:
  - Policy goals
  - Local corridor constraints

Key Corridor Constraints

- Project budget
- Steep slopes / landslide risks
- Existing transit service
- Current zoning and land use context

Review of Alternatives (Exhibits are coming up next)

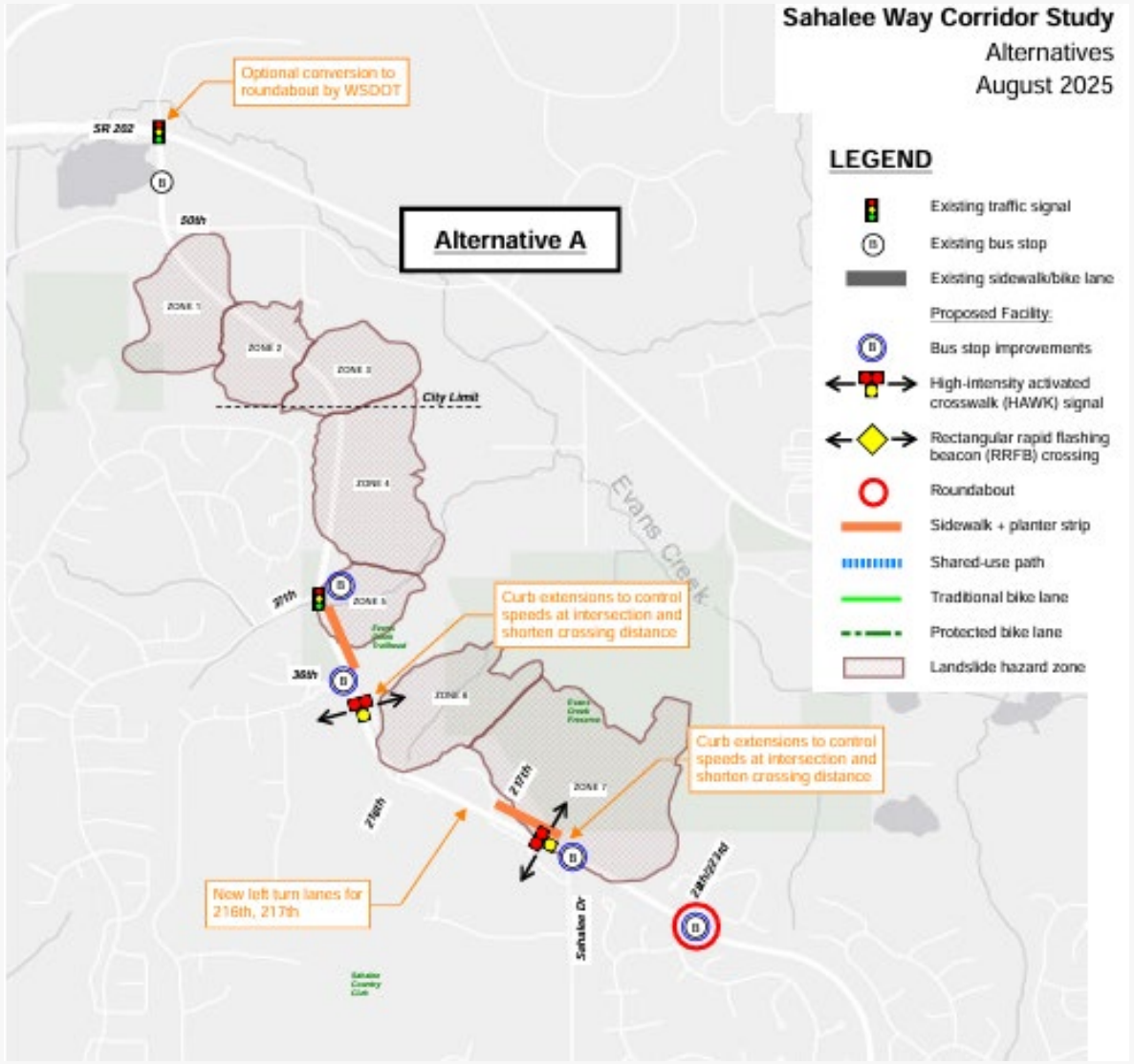
June 10 Recap & Follow-Up:

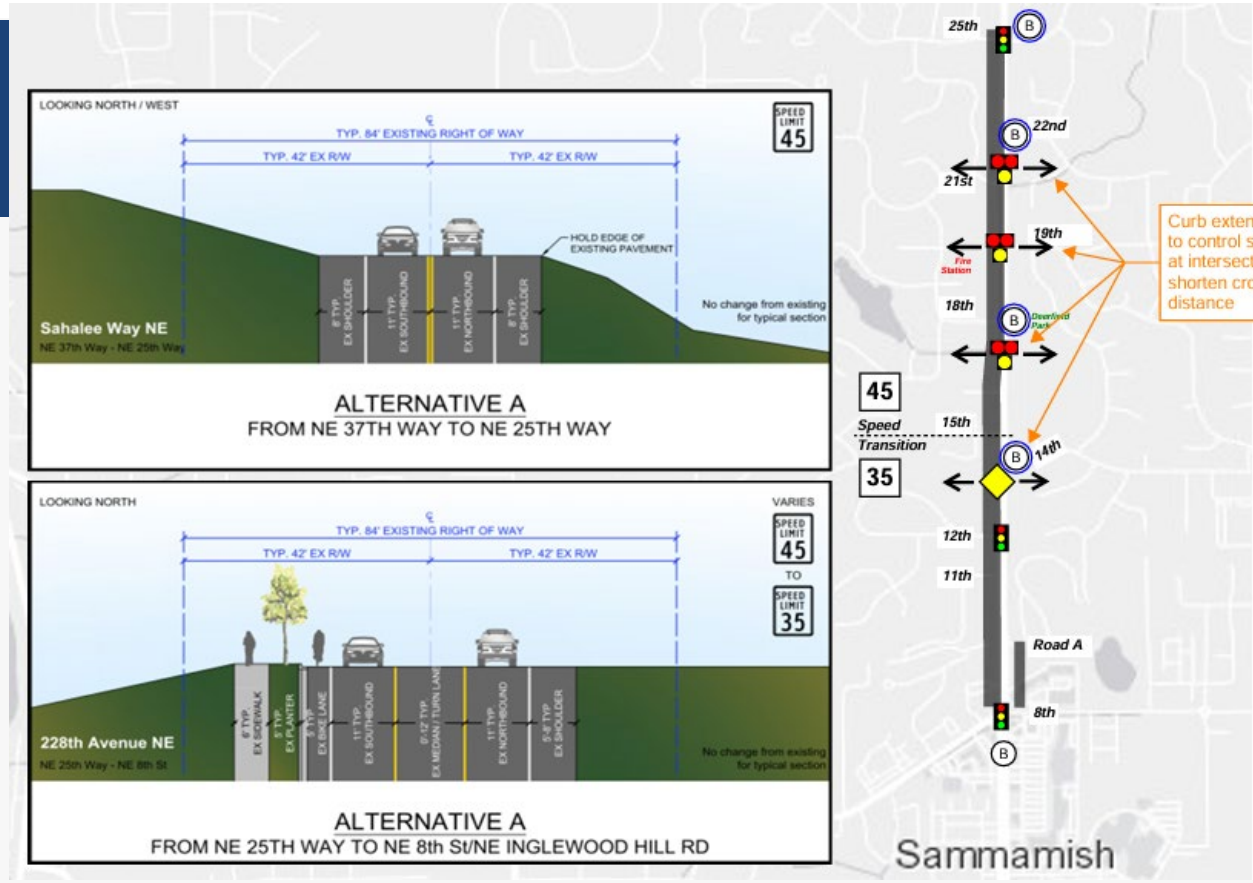
- Staff reviewed alternatives in context of City policy and public feedback
- Council showed interest in Alternative B but asked for stronger bicycle safety options
- Q&A covers capacity, safety vs. mobility tradeoffs, and cost differences
- New Alternatives B.1 and C.1 developed in response
- Are staff responses getting it right?

Introduction of Alternatives B.1 and C.1

- **B.1**: Builds on Alternative B → traditional bike lanes + 35 mph, BLTS 3
- **C.1**: Builds on Alternative C → narrower south half, protected bike lanes shifted west, sidewalk removed on east side

Alternative A:
Transit Improvements

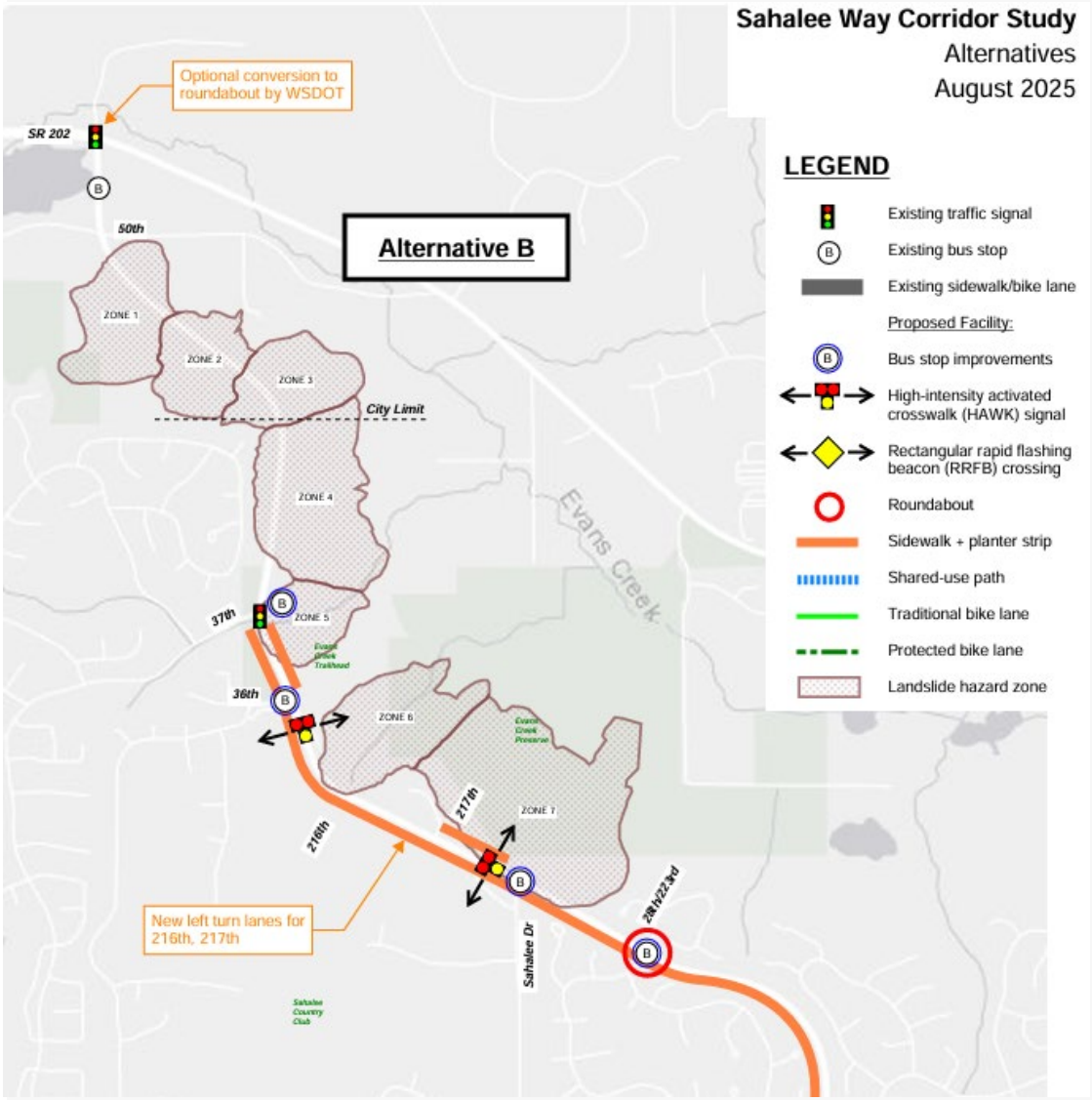


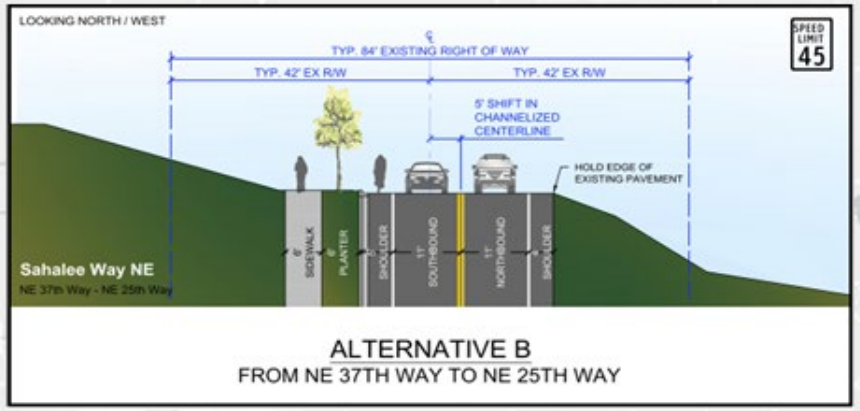


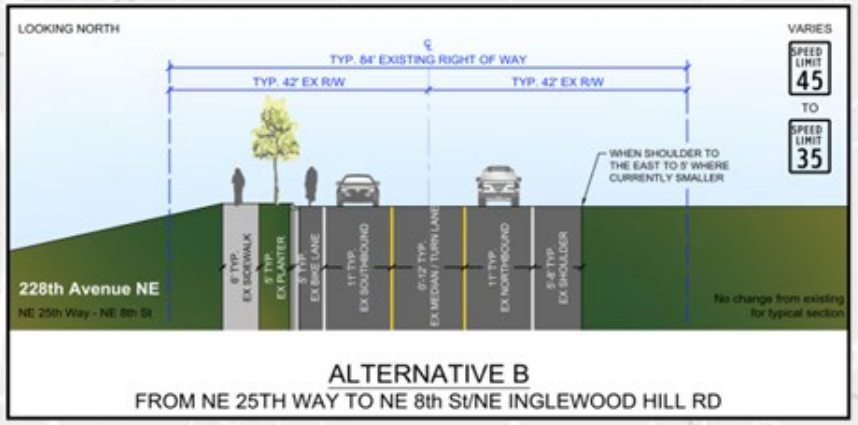
Alternative A:

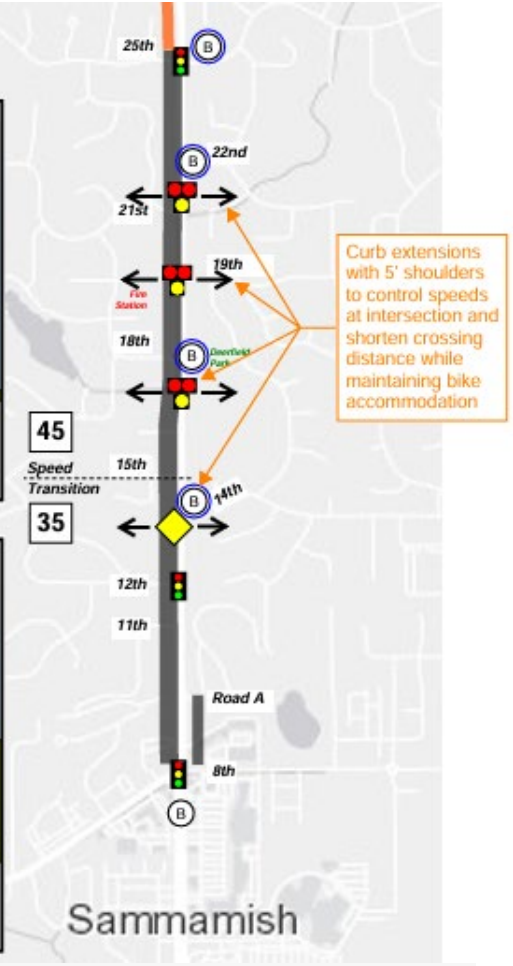
- ✓ Transit Improvements: bus stop optimization, mobility hub(s), improved crossings/access.
- ✓ Some speed control features; potential 35 mph speed limit
- ✓ Improves some limited sections to PLTS 2
- • Limited corridor widening, resiliency costs

Alternative B





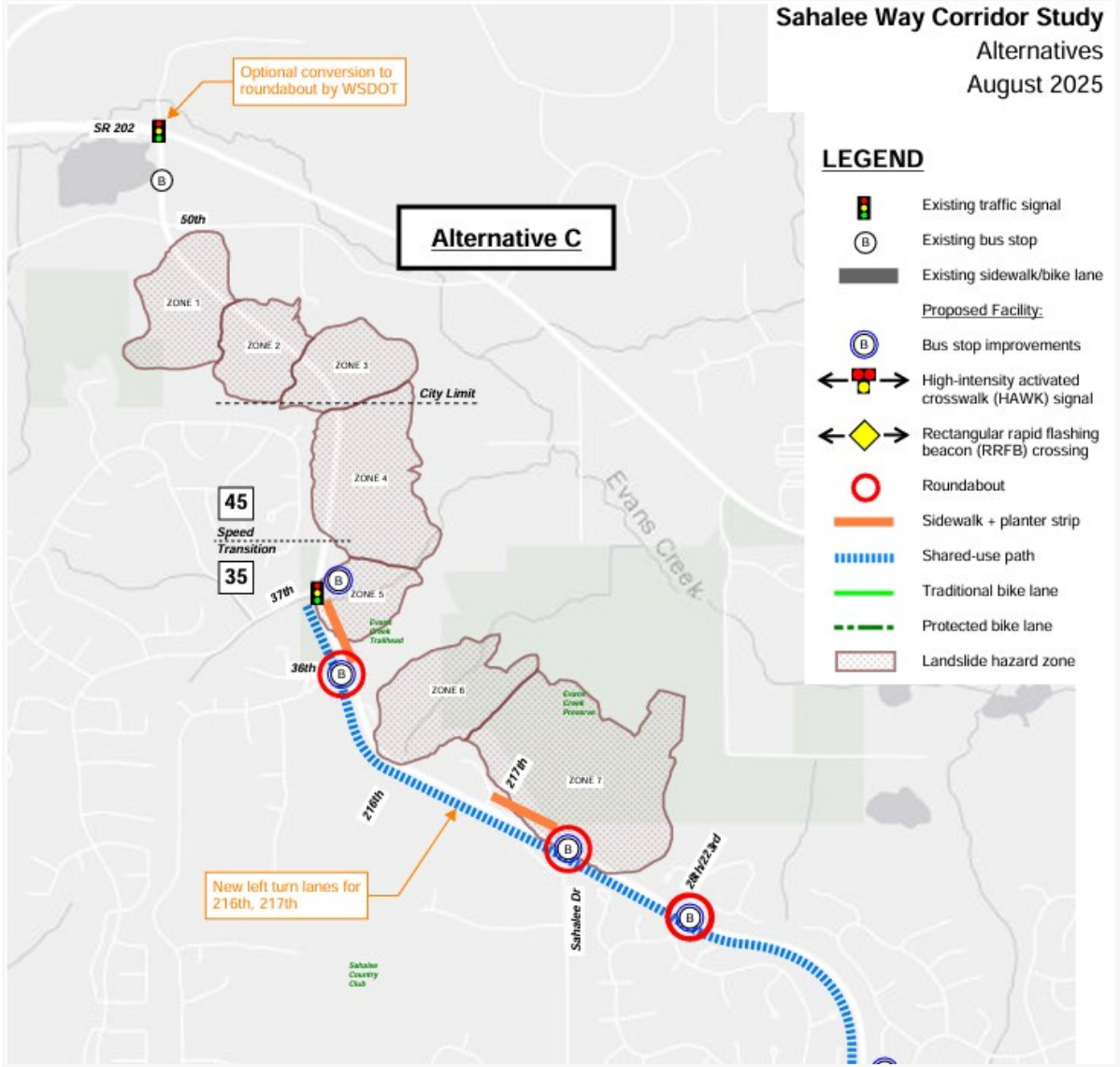


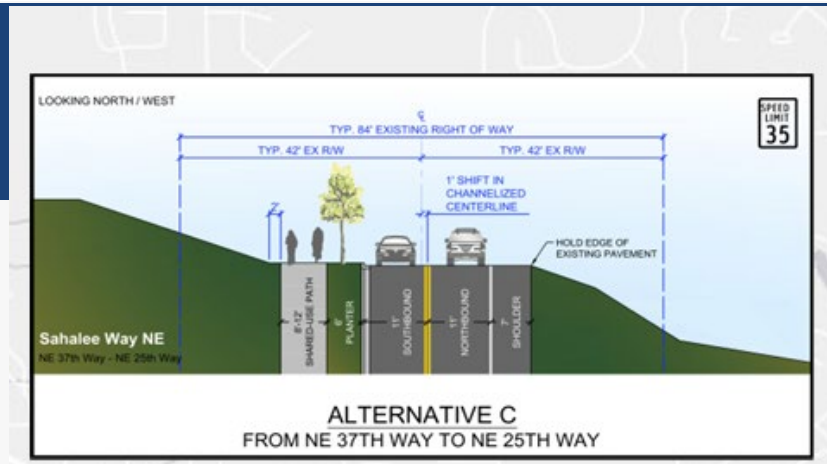


Alternative B:

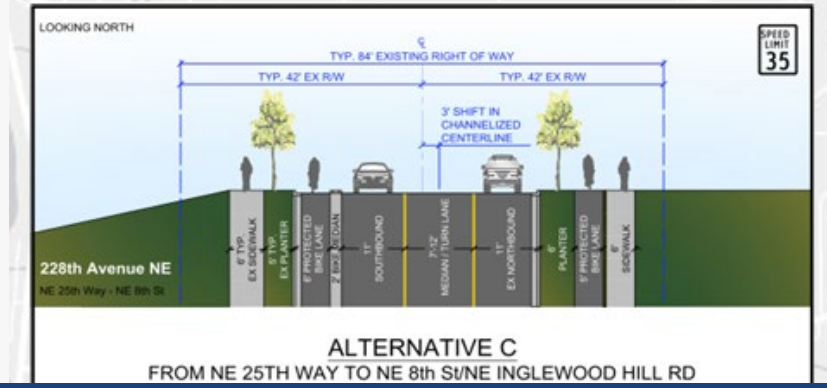
- ✓ Transit Improvements: All of those included in Alt A
- ✓ Some speed control features; potential 35 mph speed limit
- ✓ Improves developed corridor to PLTS 2
- • Limited bicycle improvements
- • Limited corridor widening, resiliency costs

Alternative C

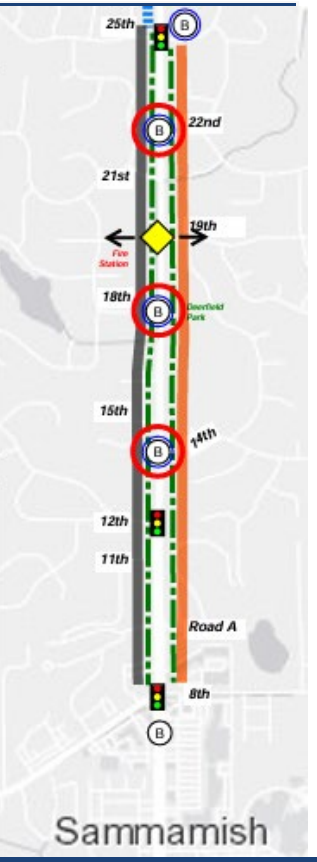




ALTERNATIVE C
FROM NE 37TH WAY TO NE 25TH WAY



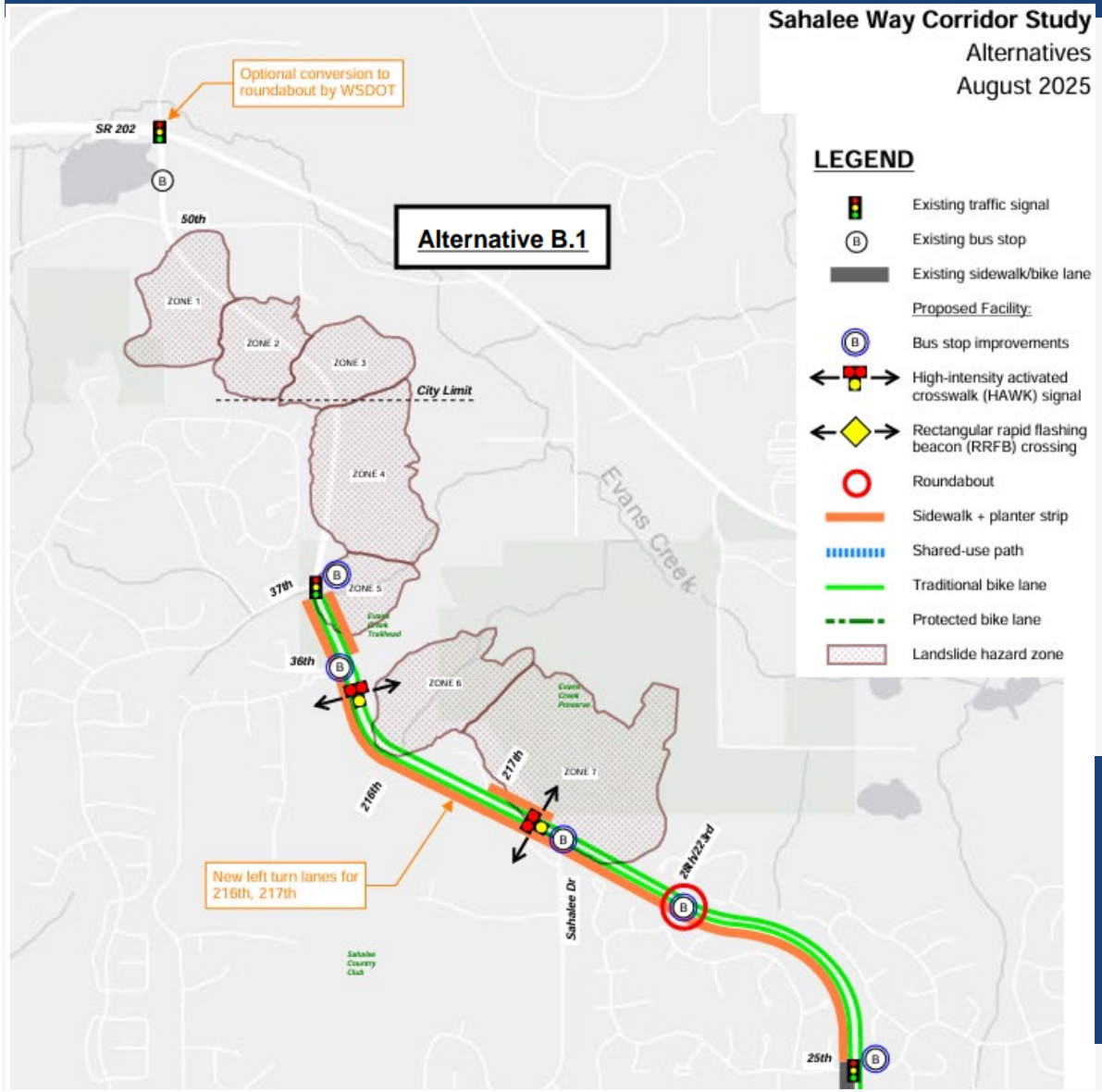
ALTERNATIVE C
FROM NE 25TH WAY TO NE 8th St/NE INGLEWOOD HILL RD

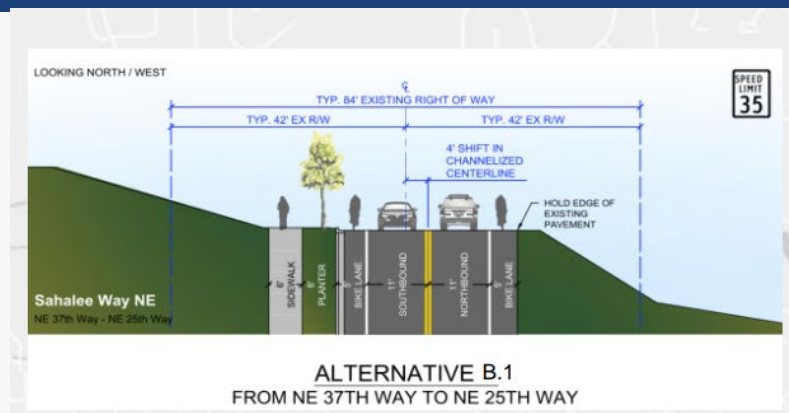


Alternative C:

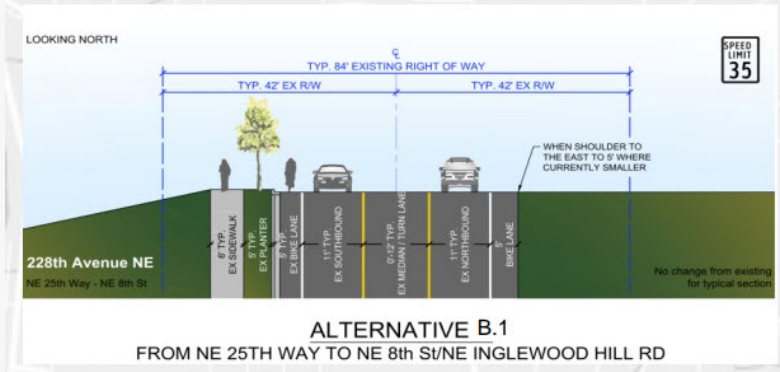
- ✓ Transit Improvements: All of those included in Alt A
- ✓ Adds multimodal emphasis: bicycle lanes and shared use path, and pedestrian crossings
- ✓ Corridor safety upgrades: more roundabouts improve intersection safety and speed limit to 35 mph
- ✓ Improves developed corridor to PLTS 2 and BLTS 2 (better pedestrian and bike comfort levels)
- Highest corridor widening, resiliency costs

Alternative B.1

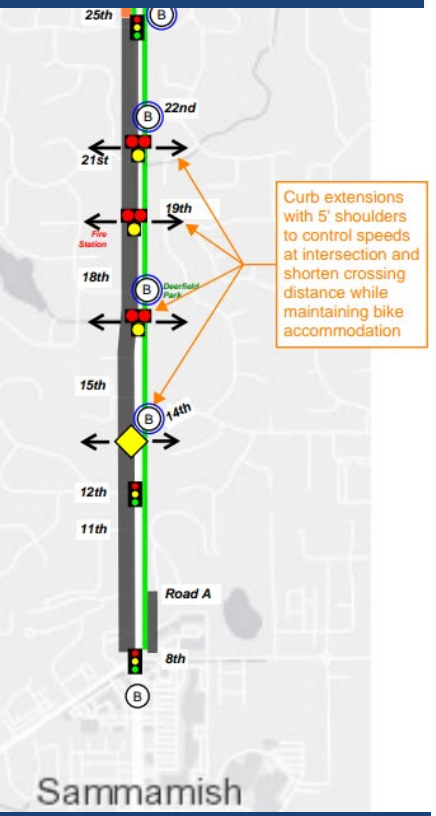




ALTERNATIVE B.1
FROM NE 37TH WAY TO NE 25TH WAY



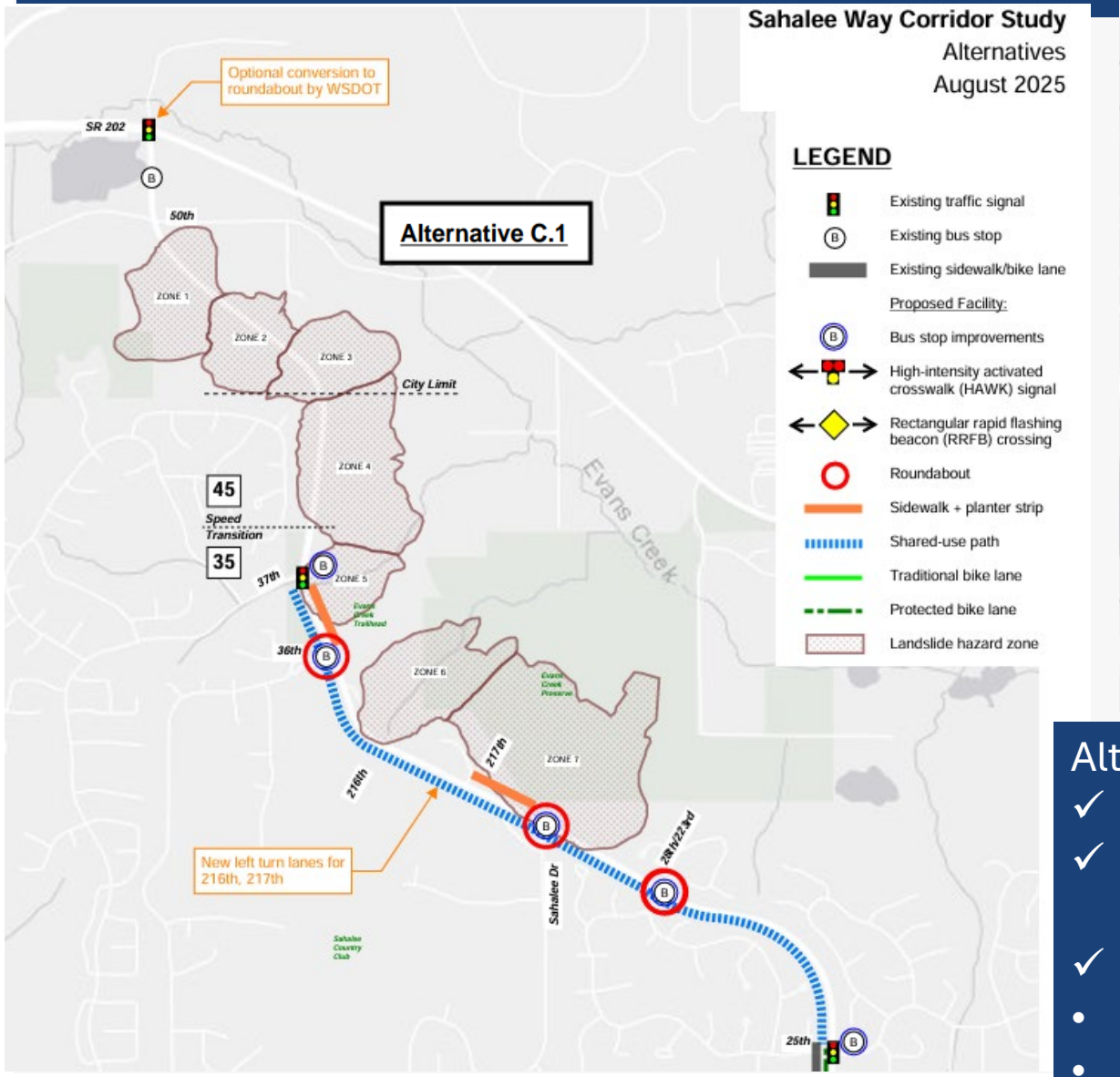
ALTERNATIVE B.1
FROM NE 25TH WAY TO NE 8th St/NE INGLEWOOD HILL RD

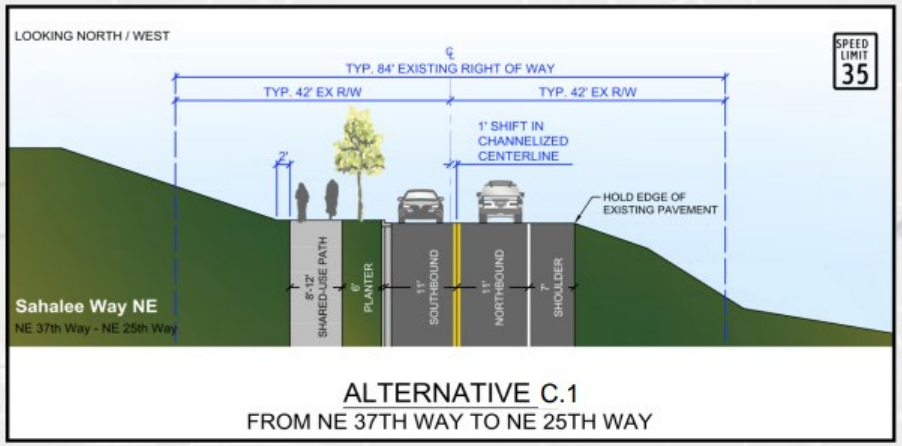


Alternative B.1, *has all of the features of B, plus:*

- ✓ Transit Improvements: All of those included in Alt A
- ✓ Traditional bike lanes added along corridor, together with speed limit of 35 mph, achieve BLTS 3
- Moderate corridor widening , resiliency costs

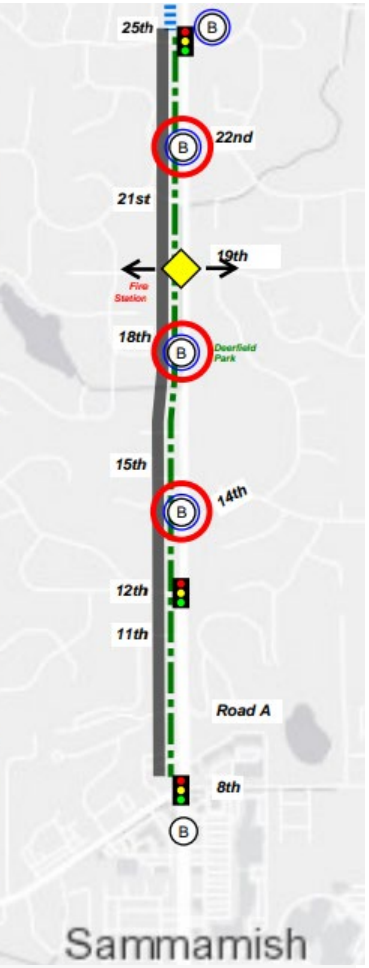
Alternative C.1





ALTERNATIVE C.1
FROM NE 37TH WAY TO NE 25TH WAY

ALTERNATIVE C.1
FROM NE 25TH WAY TO NE 8th St/NE INGLEWOOD HILL RD



Alternative C.1:

- ✓ Transit Improvements: All of those included in Alt A
- ✓ Modifies Alt C by reducing corridor width in south half, while still achieving BLTS 2 and PLTS 2 for corridor
- ✓ Lower estimated cost than Alt C
- • Eliminates east side sidewalk from south half.
- • Reduced corridor widening in south half (removed sidewalk)

Matrix of Corridor Improvements

Improvement Category	Alternative A	Alternative B	Alternative C	Alternative B.1	Alternative C.1
Enhanced Transit Access & Amenities	💚	💚	💚	💚	💚
Pedestrian Comfort & Access (PLTS 2)	💛	💚	💚💚	💚	💚
Bicycle Comfort & Connectivity (BLTS 2)	🤍	🤍	💚	💛	💚
Safety & Speed Mgmt. for All Users	💛	💛	💚	💛	💚
Estimated Cost	$	$$	$$$$	$$	$$$-$$$$

No Improvement 🤍
Partial Improvement 💛
Meets Standard 💚 (💚💚 Sidewalks both sides in south half)
20MM Dollars $

TMP Goals & Proposed Alternatives

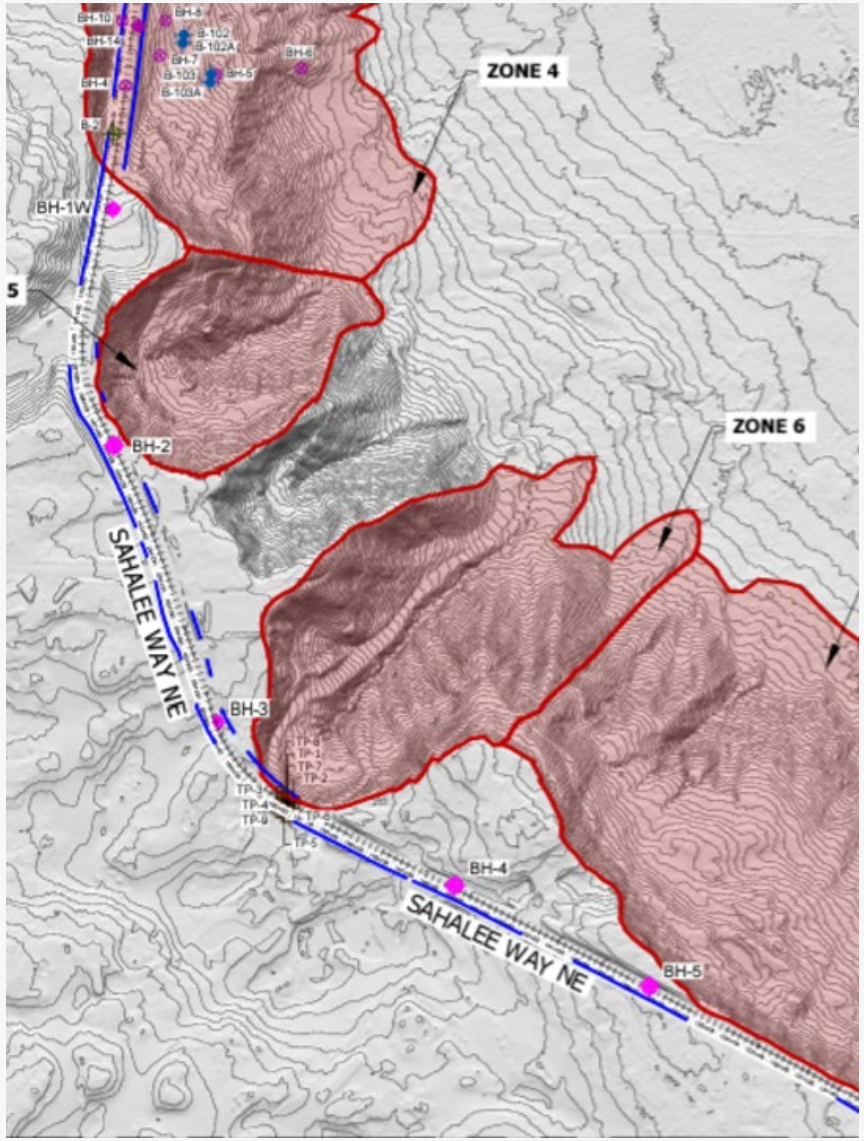
TMP/Comprehensive Plan Goal	Alt. A	Alt. B	Alt. C	Alt. B.1	Alt. C.1
T.1: Provide a highly efficient multimodal transportation network.	Low	Medium	**Max**	Medium	**Max**
T.2: Invest in transportation systems that offer greater options, mobility, and access in support of the City's growth strategy.	Low	Medium	**Max**	Medium	**Max**
T.3: Maintain, preserve, and operate the city's transportation system in a safe and functional state.	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
T-4: Design and manage the city's transportation system to minimize the negative impacts of transportation on the natural environment.	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
TMP Pedestrian Level of Traffic Stress (PLTS) should be PLTS 2 or better on arterial roadways.	PLTS 4	**PLTS 2**	**PLTS 2**	**PLTS 2**	**PLTS 2**
TMP Bike Level of Traffic Stress (BLTS) should be BLTS 2 or better on arterial roadways.	BLTS 4	BLTS 4	**BLTS 2**	BLTS 3	**BLTS 2**

Additional Plan Goals & Proposed Alternatives

Other Plans/Goals

Other Plans/Goals	Alt. A	Alt. B	Alt. C	Alt. B.1	Alt. C.1
Climate Action Plan	Low	Medium	**Max**	Medium	**Max**
Local Road Safety Plan – High Priority Goals	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Local Road Safety Plan – 2nd Priority Goals	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Transit Plan – Stop/Crosswalk Enhancements/Mobility Hubs	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
Transit Plan – Continuous Green T at NE 37th Way	*TBD*	*TBD*	*TBD*	*TBD*	*TBD*

Mitigating Landslide Risk

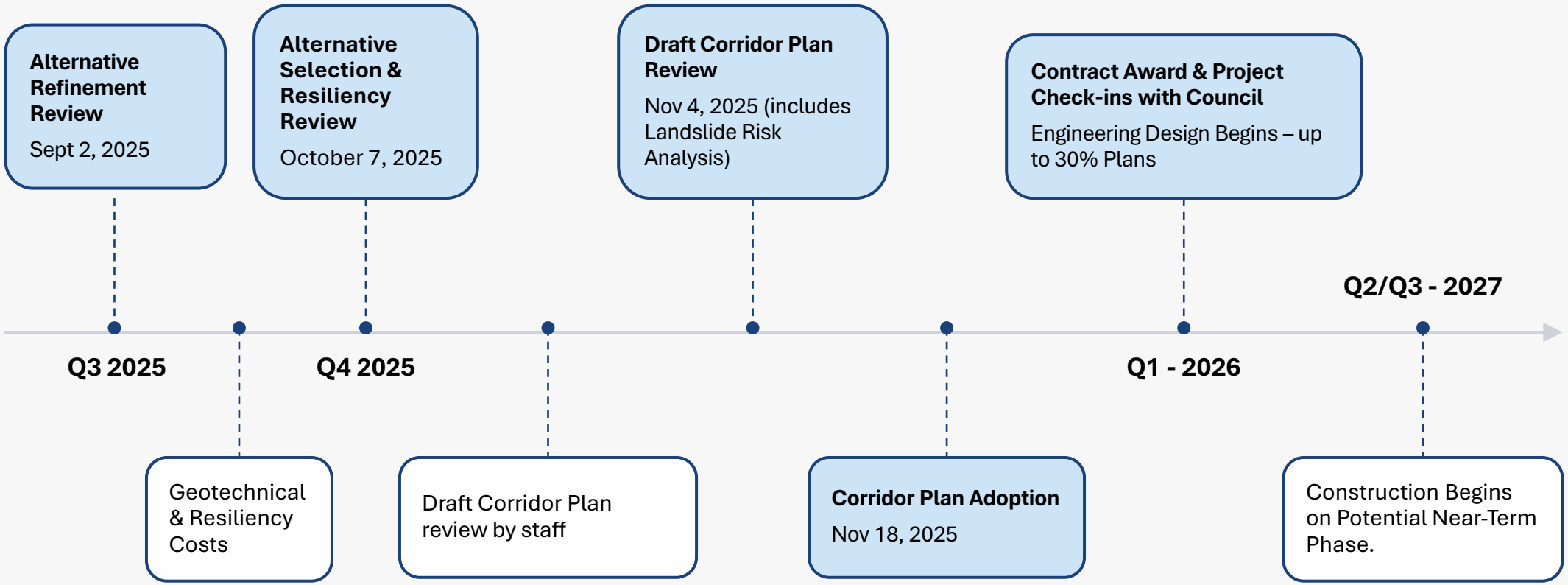


- Inclinometers installed, slide monitoring is an ongoing City effort
- The full landslide risk evaluation is still in progress and not yet ready for publication.
- Accounting for landslide mitigation does not change the relative cost ranking of the alternatives.
- Alternatives B through C.1 would require some work near the tops of existing slopes.
- Current cost estimates already include deep retaining walls where widening occurs near slide areas.
- For added resilience, these walls can be designed to withstand potential future slope movement.
- Alternative A avoids most slope impacts by keeping the existing east pavement edge, so major mitigation could likely be deferred.

Next Steps (cont'd)

- September: Staff review of Landslide Risk Evaluation, costs
- October 7th Council meeting: Selection of a preferred alternative
- November: Council review of draft plan, adoption of plan
- January 2026: Preliminary Engineering Design – Refinements continue with next phase (a Corridor Plan is not a fully designed project):
    - Bus stop configuration – near side/far side locations
    - NE 37th Green T intersection to improve delay.
    - Roundabout-Based Reduced Conflict Corridor (RBRCC) analysis

Corridor Plan: Next Steps



Discussion with City Council

- What questions does Council have about the Alternatives and information presented?
- What further questions does Council need to have answered before selecting a preferred alternative in October?

For additional information about the project:

- Project webpage:
- TMP webpage:
- 6-year Citywide CIP webpage:

Thank you

Jed Ireland, Senior Project Engineer & Project Manager

Audrie Starsy, Public Works Director

City of Sammamish
Public Works Department