



## April 2025 Public Outreach Summary

Sahalee Way Corridor Improvements

June 6, 2025



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## Introduction

The City of Sammamish (City) recently completed the second public outreach phase for the Sahalee Way Corridor Improvements Project (project). The project explores potential design alternatives to address non-motorized facilities and roadway improvements along 228th Avenue NE/Sahalee Way NE between NE 8th Street/NE Inglewood Hill Road and State Route (SR) 202.

The public outreach process encourages participation from local community members to learn about the project during planning and design. To that end, the City developed a project-specific website and collected community input via an online survey and a public meeting. The purpose of this outreach phase was to present the three alternatives that are under consideration, collect input and feedback regarding the proposed alternatives, and to answer questions. This summary provides an overview of the public engagement events held in April 2025.

## Public Engagement Events

### Online Survey

Community members were invited to participate in an online survey that was posted on the City's project website. The survey included questions about current corridor conditions and the proposed alternatives. From April 1 to 30, the project team collected 599 submissions from the survey.



Figure 1. Sahalee Way Corridor Improvements Online Survey (Jotform)

## In-Person Public Meeting

The City held an in-person meeting on Wednesday, April 24, 2025, at Sammamish City Hall from 6 to 8 p.m. Overall, 37 members of the public attended the event, and four written comments were received. The project team, comprised of City and consultant staff, was available to answer questions during the open house portion of the event. A presentation, followed by a question and answer period, was given at 6:15 p.m. *See Appendix A for additional photos from the event.*



Figure 2. Public Meeting – Sammamish City Hall

## Notifications

The project team publicized the online survey and public meeting using printed and digital notifications, described below. *See Appendix B for more information about notification methods.*

**City Newsletter:** Project staff designed an ad to include in the April edition of the Sammamish City newsletter to notify residents about the survey and public meeting. The newsletter was mailed to each residence in the City of Sammamish.



**Web Page:** The team updated the project website ([sammamish.us/sahalee-corridor](https://sammamish.us/sahalee-corridor)) with new graphics, maps, content, and a link to the survey. The City also shared the public meeting boards on the website after the event.

**Email:** City staff sent notifications about the event and survey to Public Works subscribers on the City's GovDelivery platform.

**Social Media:** City staff shared content about the online survey and public meeting on Facebook and Instagram. The posts directed visitors to the project website to learn more about the project and participate in the public meeting or the survey.

## Informational Materials

The project team shared information in two different formats at the public meeting. See *Appendix C for the presentation and boards*.

**Public Meeting Presentation:** The project team gave a presentation that provided a project update and described the three alternatives. This presentation and a subsequent question and answer period was held from 6:15-6:45 p.m. during the meeting.

**Public Meeting Boards:** The project team created a series of boards designed to walk attendees through the project's background, proposed alternatives, and provide opportunities for input. The boards included the following topics:

- **Welcome:** An introductory station where project staff greeted attendees, encouraged attendees to sign in, and provided comment forms.
- **Project Overview:** Boards explaining the overall vision for the Sahalee Way Corridor Improvements Project, the need for safety, mobility, and accessibility enhancements, and how the project supports Sammamish's broader climate and transportation goals.
- **Existing Conditions:** Information highlighting key facts about the corridor today, including intersection locations, speed limits, transit stops, and the lack of pedestrian and bicycle facilities.
- **Project Schedule:** A timeline outlining key milestones and anticipated public engagement opportunities throughout 2024–2025.
- **Alternative Concepts (Alternatives A, B, and C):** Three boards presented potential alternatives based on earlier community feedback and technical analysis, including visual diagrams and descriptions of features such as sidewalks, bike lanes, speed limit changes, and transit stop improvements.
- **Community Feedback Opportunities:** Boards with interactive components asking attendees to share their preferences, rank the alternatives, identify which project elements should be prioritized, and provide feedback on how each alternative might affect their travel behavior.
- **Engaging the Community:** A final board describing ways to stay involved, including signing up for email updates, visiting the project webpage, filling out comment forms, and completing the online survey open through April 30.

## Public Meeting Results

[illegible]

*See Appendix D for more photos of feedback boards.*

## Interactive Boards Results

The following section summarizes the results of the dots placed on each board and the comments received via sticky notes.

### How often do you use the Sahalee Way Corridor?

- Almost Never: 1
- Once or twice a week: 0
- Most days: 4
- Every day: 5

### What modes of transportation do you use today to travel along the Sahalee Way Corridor?

- Walk/run: 3
- Mobility device: 0
- Bicycle/scooter/skateboard/rollerblades: 0
- Motor vehicle: 9
- Public transit: 0
- Other transit: 0
- Rideshare: 0

## **ALTERNATIVE A:**

### **If Alternative A were implemented, how would it affect your travel habits on Sahalee Way?**

#### Driving

- Increase: 2
- No change: 6
- Decrease: 2

#### Using Transit

- Increase: 3
- No change: 9
- Decrease: 0

#### Walking

- Increase: 9
- No change: 4
- Decrease: 0

#### Bicycling (including e-bikes and scooters)

- Increase: 3
- No change: 9
- Decrease:

### **What best describes your opinion of Alternative A?**

- Strongly oppose: 3

- Somewhat oppose: 1
- Neutral: 4
- Somewhat support: 8
- Strongly Support: 1

**Do you have any questions, feedback, or concerns about this alternative?**

- Traffic light 223rd/28th Due to turn line of sight
- Speed limit 35mph
- Change speed limit to 35mph
- Lower speed limit to 35mph, it won't negatively impact flow. 202 is anyway congested.
- Traffic light at NE 28th and Sahalee
- Traffic light at Sahalee and 28th
- Lower speed to 35mph
- No roundabout at 28th/223rd - stoplight would be a better use of real estate
- Please reduce existing speed of 45mph to 40mph or lower
- I am in favor of a streetlight at the crest intersection
- Why are there no automobile improvements in the project?

**ALTERNATIVE B:**

**If Alternative B were implemented, how would it affect your travel habits on Sahalee Way?**

Driving

- Increase: 1
- No change: 9
- Decrease: 1

Using Transit

- Increase: 3
- No change: 8
- Decrease: 0

Walking

- Increase: 5
- No change: 6
- Decrease: 0

Bicycling (including e-bikes and scooters)

- Increase: 2
- No change: 8
- Decrease: 0

**What best describes your opinion of Alternative B?**

- Strongly oppose: 7
- Somewhat oppose: 4
- Neutral: 2
- Somewhat support: 3

- Strongly Support: 3

**Do you have any questions, feedback, or concerns about this alternative?**

- Lower speed limit to 35mph. 202 is anyway congested so 45 won't reduce commute speed.
- Prefer 100% traffic light at 225/28th
- 35mph speed limit
- Reduce the speed to 35mph
- No roundabout at 28th/223rd - stoplight would be better
- Traffic signal at 28th and Sahalee instead of roundabout
- Why is there no automobile improvements in any option?
- I like the LONG sidewalk! Good for teens to go visit friends
- 35mph speed limit
- I do not see any alternative to increase traffic capacity. Have you considered 2 lanes of traffic each way like in 228th? How about 3 lanes of traffic w/ center lane controlled by traffic lights, depending on traffic time?
- Underground utilities

**ALTERNATIVE C**

**If Alternative C were implemented, how would it affect your travel habits on Sahalee Way?**

Driving

- Increase: 0
- No change: 8
- Decrease: 2

Using Transit

- Increase: 4
- No change: 7
- Decrease: 0

Walking

- Increase: 6
- No change: 3
- Decrease: 0

Bicycling (including e-bikes and scooters)

- Increase: 4
- No change: 5
- Decrease: 0

**What best describes your opinion of Alternative C?**

- Strongly oppose: 12
- Somewhat oppose: 0
- Neutral: 0
- Somewhat support: 1
- Strongly Support: 4



**Do you have any questions, feedback, or concerns about this alternative?**

- Traffic signal at 28th and Sahalee (no roundabout)
- Traffic light at 223rd/28th. And money is too much it would kill project
- Reduce speed yes! 35mph
- Too many roundabouts, decrease # if they must happen
- Lights would be better
- Too much \$\$\$ - too much time - too many years dealing with construction traffic
- Noise abatement please! Paving options?
- Utilities underground please!
- Why are there no auto improvements in any option?
- Resurface road for noise control
- Roundabouts proposed will be too small - there's no way they could handle the traffic pressure
- NO roundabout at ALL intersections - it's too slow, looks ridiculous, takes too much real estate
- Include roundabouts for all intersections
- Stoplights at 28th/223rd - no roundabout
- WHO will maintain the roundabout landscaping?!? Sammamish can't keep up with the current road state!
- Roundabouts need to be large enough to accommodate all size vehicles
- With roundabouts, what is the time travel increase at school/commute hours? Certainly its more than the 1.5-2 min quoted!!!
- Have you considered designing sidewalks that are curvy and surrounded with nice landscaping. Not just straight sidewalks (hand drawn example)

**Based on the information on the previous boards, please rank these three alternatives in order of your preference:**

- A, B, C: 3
- A, C, B: 0
- B, A, C: 3
- B, C, A: 0
- C, B, A: 3
- C, A, B: 0

**Regardless of which alternative is selected, the city may choose to construct some of the proposed improvements more quickly than others. Select the project element you would like to see constructed first.**

- Crosswalks and transit stop improvements: 5
- Sidewalks, bike lanes, and shared use paths: 0
- Roadway (safety and intersection capacity upgrades: 1

**Other (add your thoughts using a sticky note)**

- C plan will cost too much money and take too much time

- NONE of these plans connect Sammamish to Redmond any better!
- More lanes
- Dedicated bus lane
- Raised multimodal transportation for bikes
- Does the city have any data to support increased willingness to use transit based on these improvements? If you build it, will they come?
- Are there specific plans to connect metro buses to light rail? (service opens May 10 in Redmond)
- The city has no money for these plans

### **Roll Plot Comments**

Three roll plots were displayed at the public meeting to give participants the opportunity to look at the proposed alternatives plotted on a map of the Sahalee Way Corridor. The following comments were left via sticky notes on each of the alternatives:

#### **Alt A:**

- Reduce speed to 35mph

#### **Alt B:**

- Have a sidewalk on the east side of 228th that goes all the way to NE 8th St
- Battery on flashing light going N just before NE 28th
- 35mph throughout
- Traffic lights!
- Crosswalk
- Good idea!
- No sidewalk, only shared bike/pedestrian path on the entire corridor

#### **Alt C:**

- The roundabouts will slow down traffic by a lot
- Sidewalks on both sides is not needed
- Implement speed warning lights to help implement 35mph
- Giant egg statue would be fire
- No roundabouts on 28th, increase traffic noise, more lights in house on corner, too much danger for hitting house or corner, lots of utility to move

### **Additional Public Meeting Comments**

At the April 24 public meeting, residents were invited to submit formal written comments regarding the proposed alternatives for the Sahalee Way corridor. The following written comments were received:

- “A truck moving south on Sahalee Way downhill towards NE 28<sup>th</sup> Place starts to bear right for the roundabout, loses control and crashes into my house. Not far fetched. How about a traffic light instead?”

- “I prefer option 3 for several reasons. The main reason being it offers the most comprehensive changes that are beneficial and will add value to our city. Let’s do it right the first time. Hooray for 25 mph, roundabouts, added bike lanes, new surface for noise control. I would like to see utilities underground – we’re tired of losing power for days at a time. I would like to see the ped/bike “sidewalk” lane with an appealing curving design. It shouldn’t necessarily hug the road, buffer it with lovely planters.”
- “Don’t want roundabouts at 28<sup>th</sup> place. More traffic noise, more traffic lights for corner houses. More danger for corner houses for collision. Don’t think traffic circle improves pedestrian crossing. Improves access to Sahalee from neighborhoods because it often backs up back past intersection.”
- “Nice job with presentation!!! Alternative C is the only option that adds value for city residents. Why I like it: slows traffic, makes alternative options like biking, walking, more likely lower impact on climate by making corridor more walkable, bikeable, and green. Will decrease noise from car traffic. Is safer for driving, walking, biking.”

## Online Survey Results

The following section reports the results of the survey. *See Appendix E for the survey instrument.*

### Demographics

The following demographic information was collected by those who completed this portion of the online survey.

- In the survey, 241 people indicated their interest in receiving email updates for the project.
- Several respondents identified themselves as part of an organization.
  - LWSD
  - Nextdoor
  - Crest Homeowners Association
  - Residents
- Ninety-five percent of respondents identified that they live in Sammamish. Respondents were then asked to identify which neighborhood they resided in. The following were the most common neighborhoods identified:
  - Sahalee
  - Heritage Hills
  - The Crest
  - Summer Ridge
  - Timberline
  - Hampton Woods
  - Klahanie
  - Trossachs
  - Pine Lake

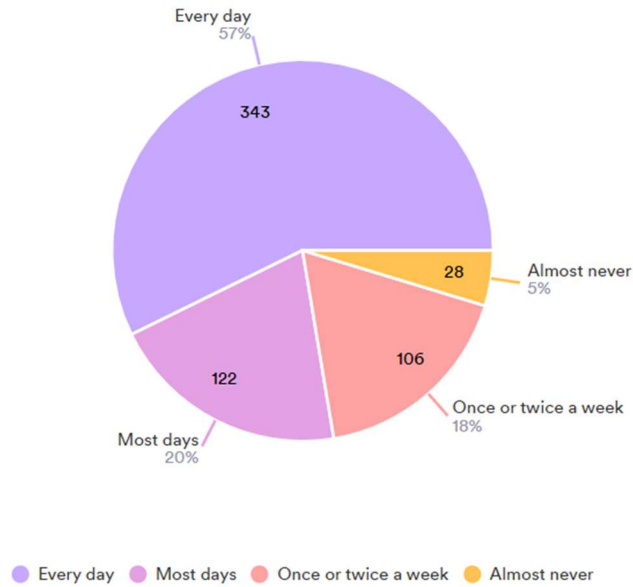
- Which race or ethnic origin do you identify with?
  - 54% (306 respondents) identified as White or Caucasian, and 14% (80 respondents) identified as Asian. 23% (131 respondents) declined to identify their race or ethnic origin.
- What languages are spoken in your household?
  - 82% (515 respondents) selected English as a spoken language in their household. 4% (24 respondents) selected Chinese, and 4% (22 respondents) selected Spanish.
- Do you identify as a person with a disability or other chronic condition?
  - 77% (433 respondents) do not identify as a person with a disability or chronic condition. 9% (51 respondents) identified “Yes”.
- Are you an owner or renter at your primary residence?
  - 85% (497 respondents) identified as an owner at their primary residence. 6% (37 respondents) identified as renters. 8% (47 respondents) preferred not to identify.
- What is your age group?
  - 31% (179 respondents) fell in the 45 to 54 age group. 19% (110 respondents) identified as part of the 35 to 44 age group. 18% (103 respondents) identified as part of the 55-64 age group.
- What is your household’s total annual earnings?
  - 46% (257 respondents) earn \$150,000 or more in total annual household earnings. 40% percent (228 respondents) declined to say how much they earn.
- What is the highest degree or level of education you have completed?
  - 39% (218 respondents) have a bachelor’s degree, and 35% (196 respondents) have a master’s degree.
- Have you ever participated in, provided input on, or attended a public meeting for a project in the City of Sammamish?
  - 48% (272 participants) indicated “No”. 36% (205 participants) indicated “yes”.

## Survey Questions

The following graphs depict how the results of the survey questions about how respondents use the corridor and their views on the alternatives.

How often do you use the Sahalee Way corridor? See the map above for reference.

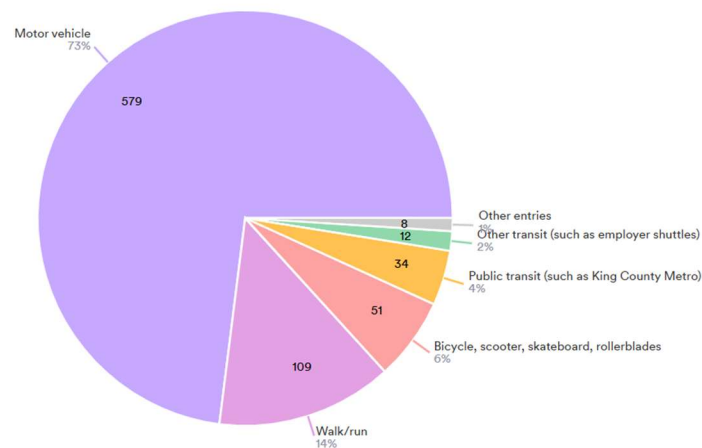
599 Responses- 2 Empty



57% of respondents (343 respondents) identified that they use the Sahalee Way corridor every day. 20 % (122 respondents) use the Sahalee Way corridor most days.

What modes of transportation do you use today to travel along the Sahalee Way corridor? Select your 2 most common modes of transportation.

793 Responses- 2 Empty



73% of respondents (579 respondents) use a motor vehicle to travel along the Sahalee Way corridor. 14% (109 respondents) walk or run along the corridor.

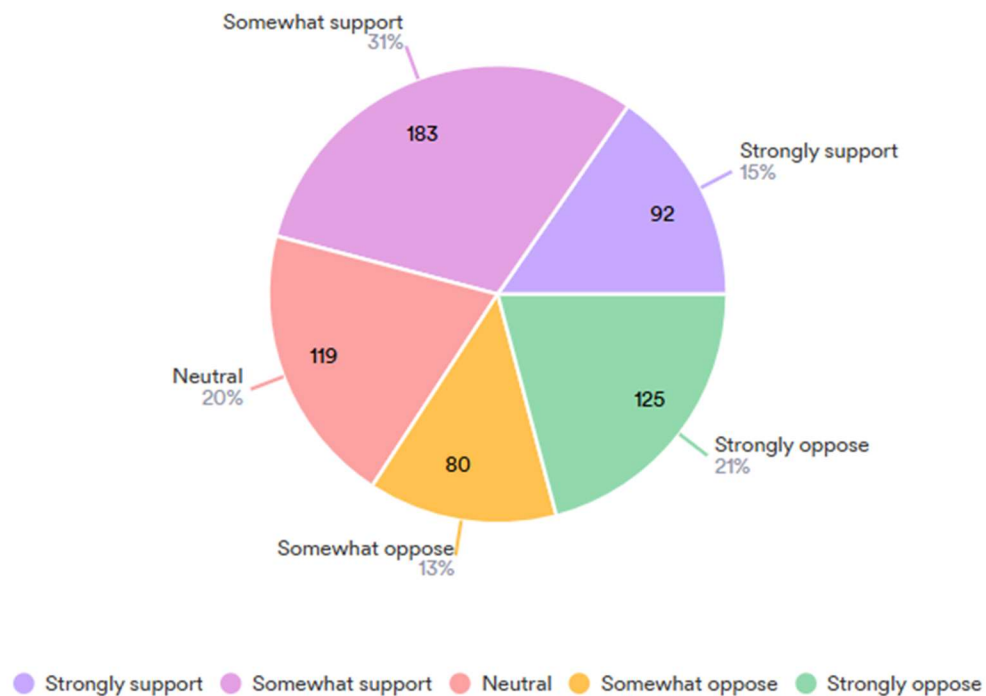


Survey respondents were asked to identify their level of support for each of the three alternatives and how each alternative would affect their travel habits if implemented. Results are presented for all respondents, for those that live in neighborhood in the north part of the corridor and in the south part of the corridor, and for those who are farther removed from the corridor.

## All Respondents

### What best describes your opinion of Alternative A?

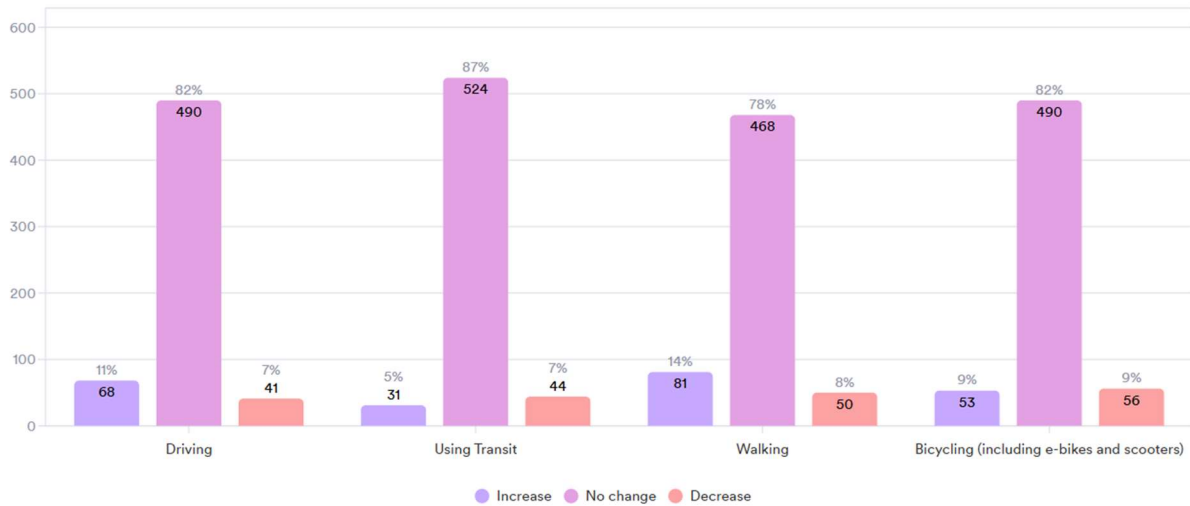
599 Responses- 2 Empty



*31% (183 respondents) somewhat support this alternative. 21% (125 respondents) strongly oppose the alternative. 20% (119 respondents) are neutral towards this alternative.*

If Alternative A were implemented in the corridor, how would it affect your travel habits on Sahalee Way?

599 Responses- 2 Empty

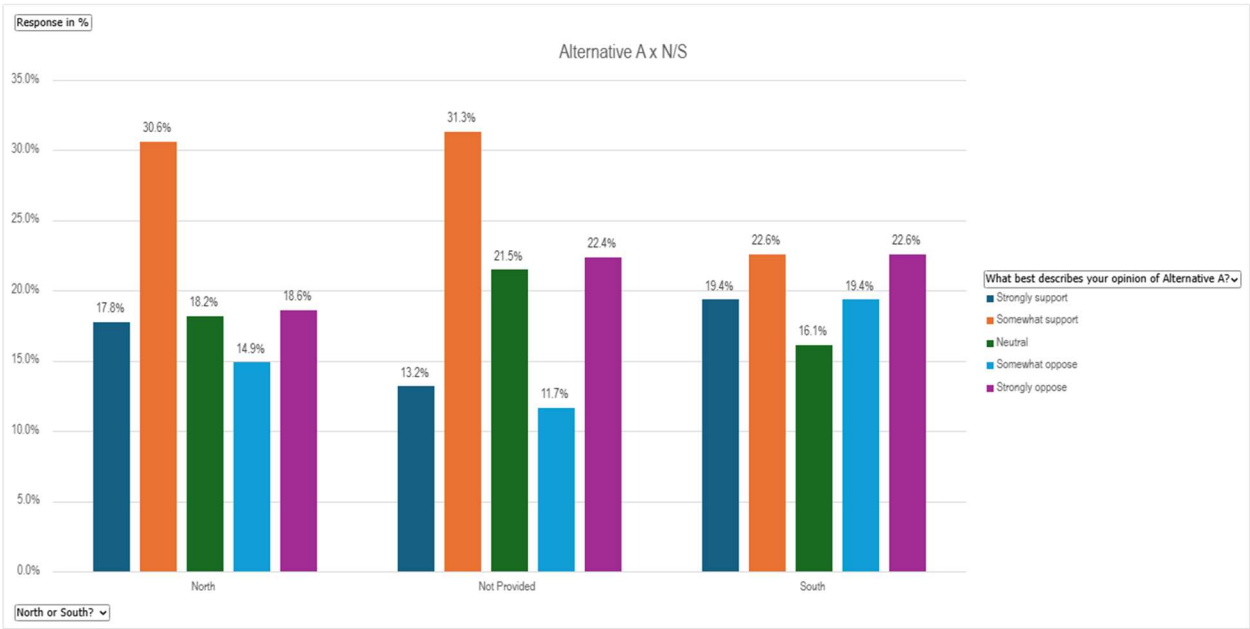


*Respondents identified how Alternative A would affect their travel habit on Sahalee Way:*

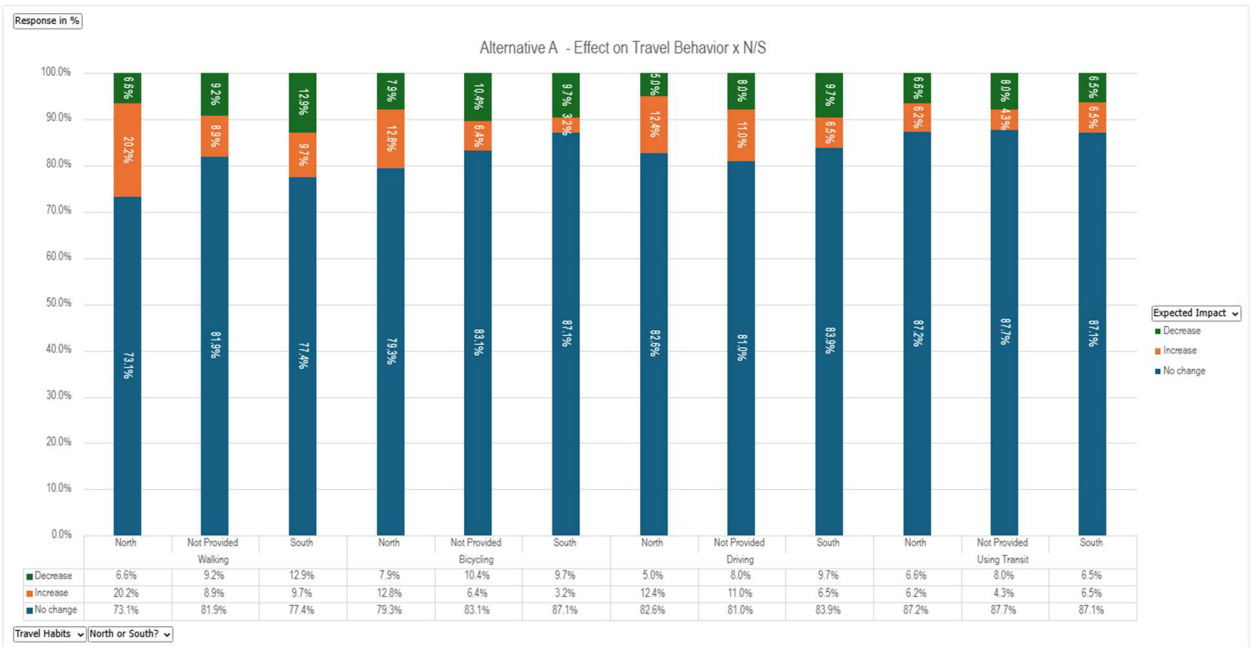
- 87% (524 respondents) said their transit use would not change.
- 82% (490 respondents) said their driving would not change.
- 82% (490 respondents) said their bicycling (including e-bikes and scooters) would not change.
- 78% (468 respondents) said their walking would not change.
- 14% (81 respondents) said their walking would increase
- 9% (53 respondents) said their bicycling would increase
- 5% (31 respondents) said their transit use would increase



North vs. South Respondents

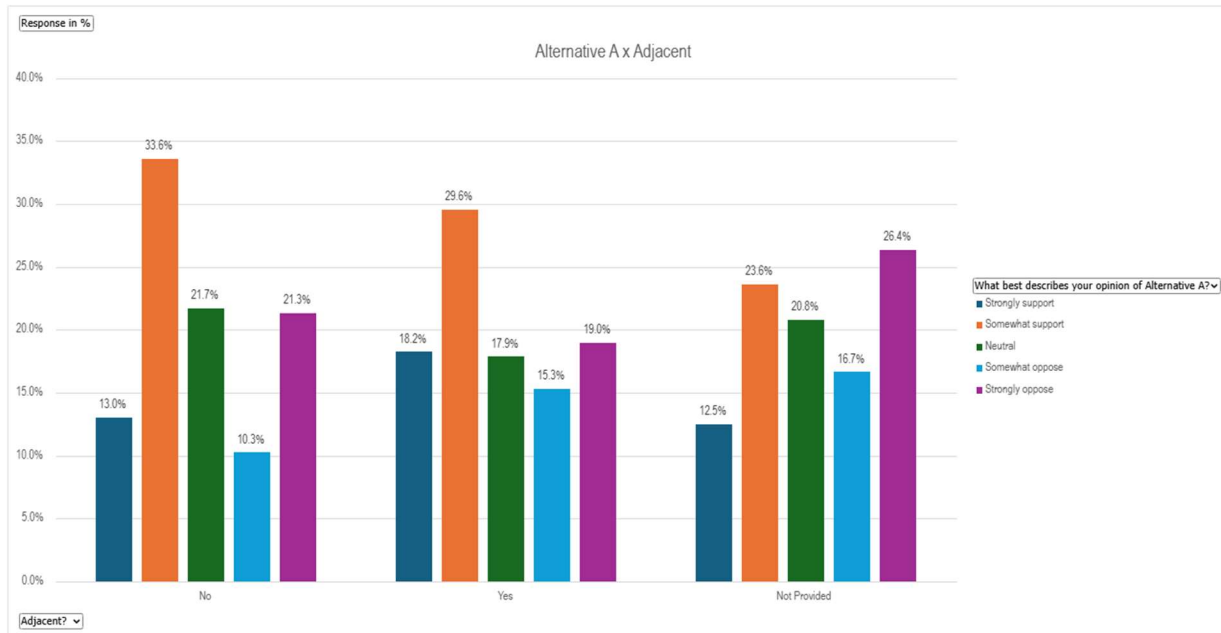


North corridor respondents are generally more supportive of Alternative A than South Corridor respondents.

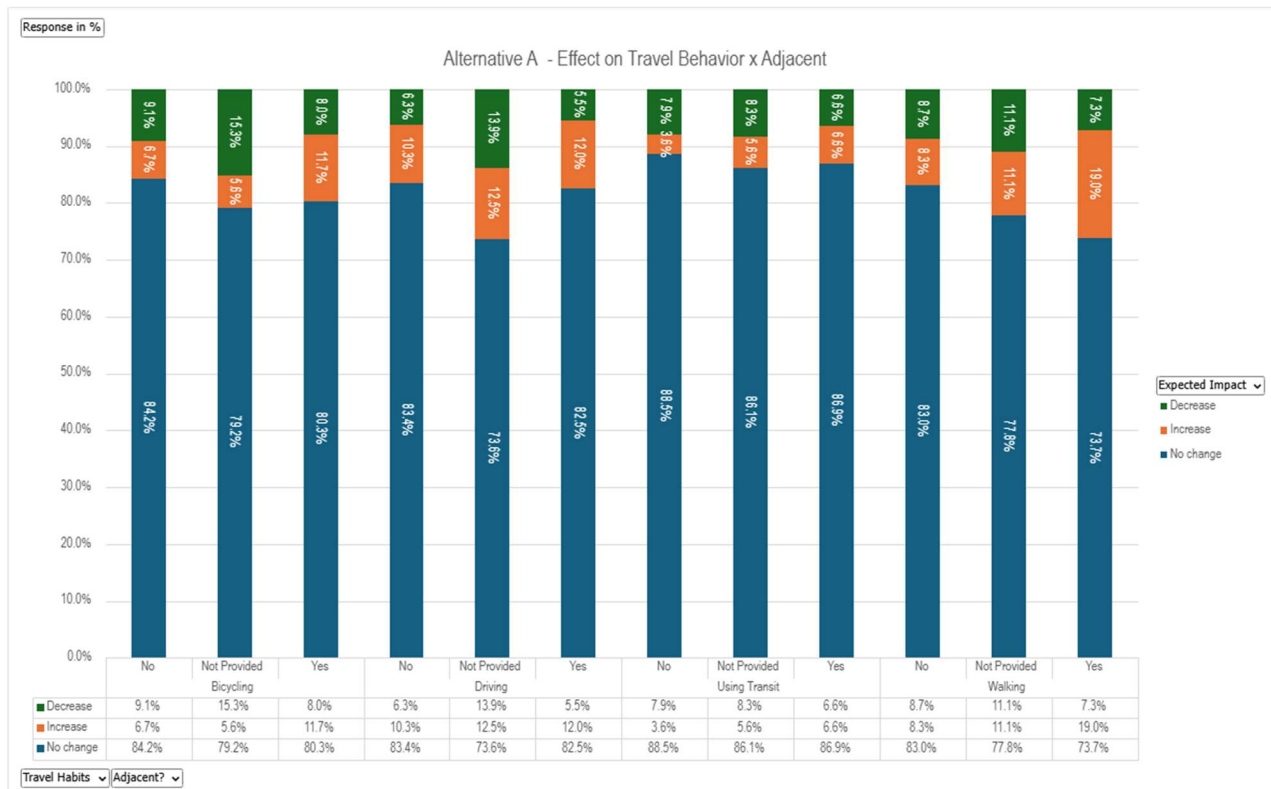


North corridor respondents indicate their travel behavior will increase more than South Corridor respondents for walking, bicycling and driving.

## Adjacent vs. Non-adjacent Respondents



Adjacent and non-adjacent respondents generally show the same level of support for Alternative A.

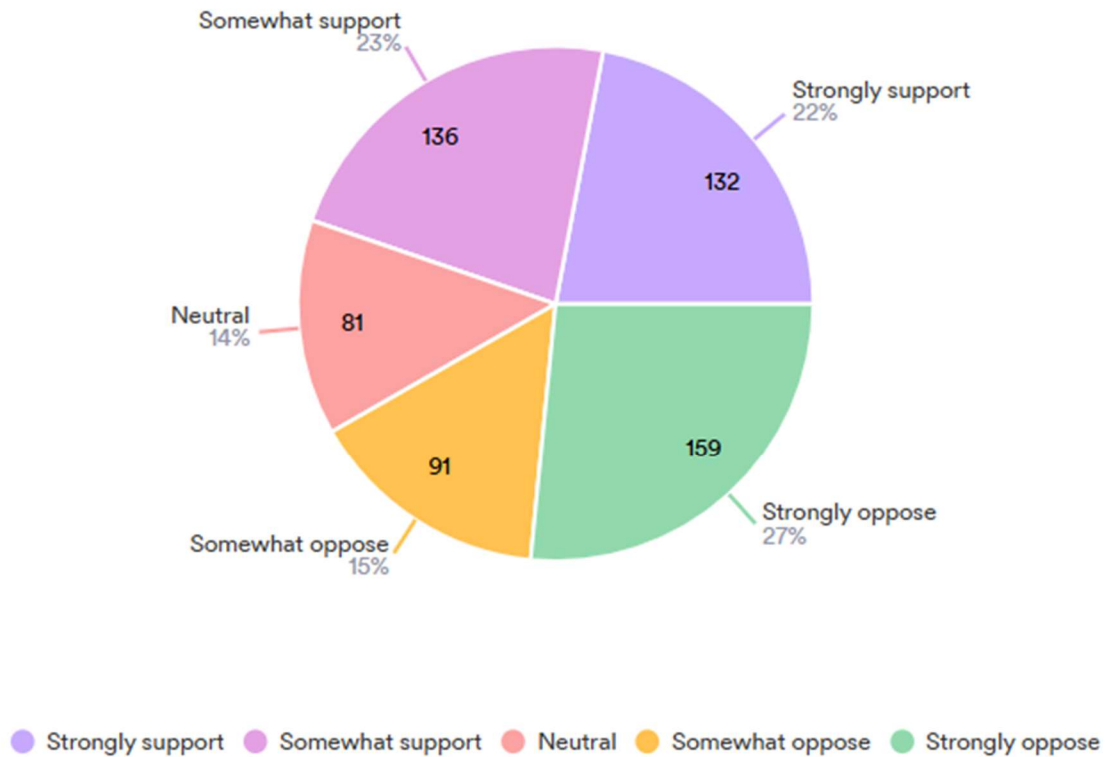


Adjacent respondents indicate their travel behavior will increase more than non-adjacent respondents for walking, bicycling, driving, and using transit.

## All Respondents

### What best describes your opinion of Alternative B?

599 Responses- 2 Empty

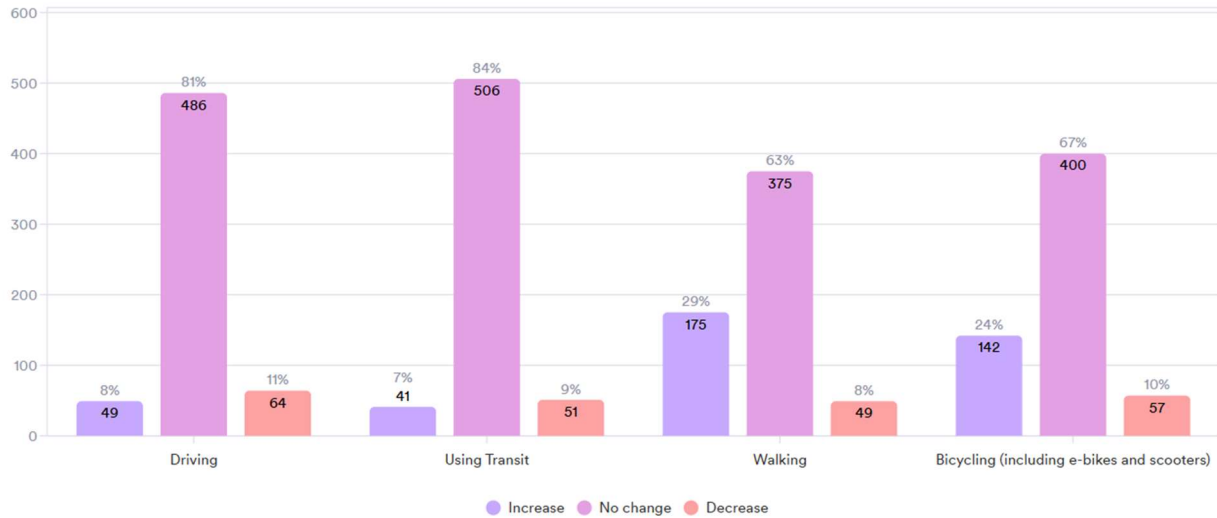


27% (159 respondents) strongly oppose this alternative. 23% (136 respondents) somewhat support the alternative. 22% (132 respondents) strongly support this alternative.



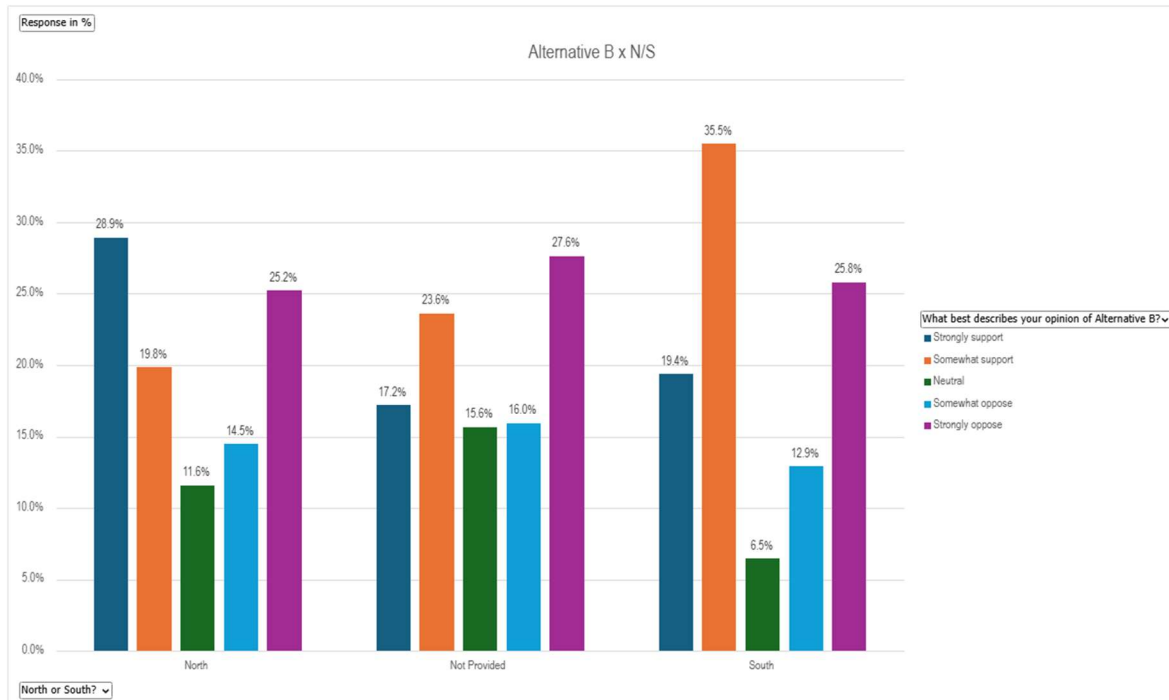
If Alternative B were implemented in the corridor, how would it affect your travel habits on Sahalee Way?

599 Responses- 2 Empty

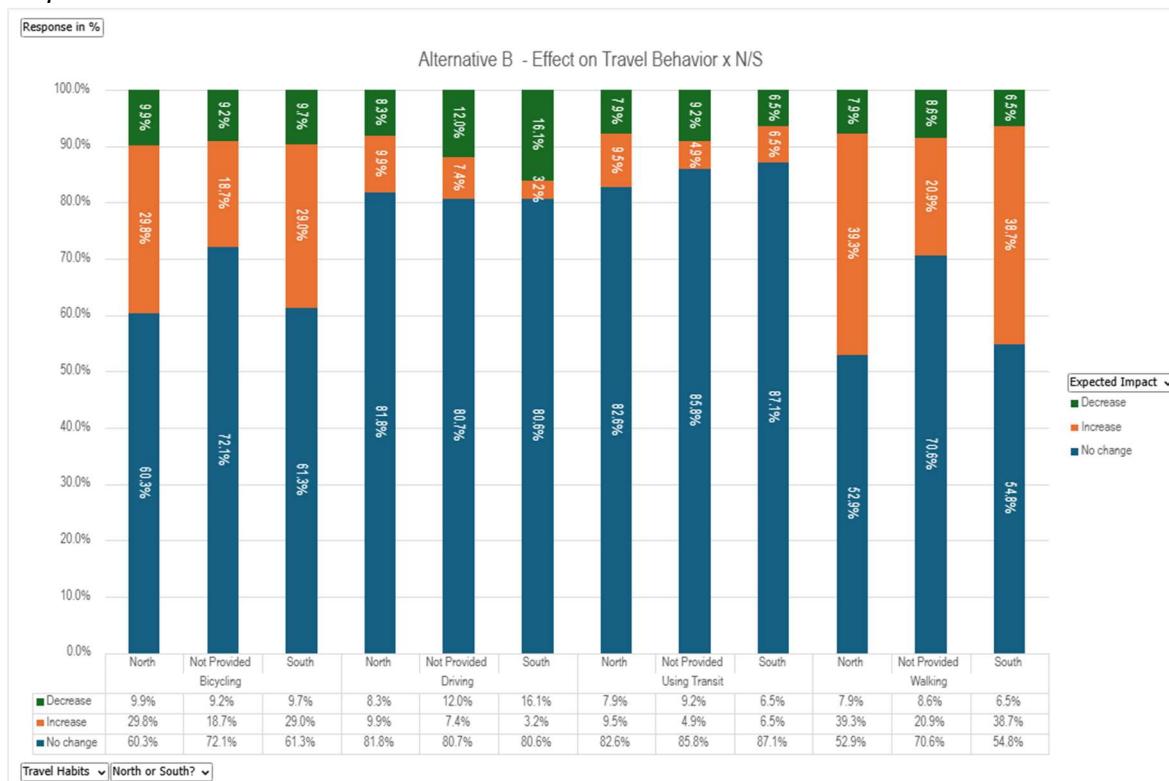


- 84% (506 respondents) said their transit use would not change.
- 81% (486 respondents) said their driving would not change.
- 67% (400 respondents) said their bicycling (including e-bikes and scooters) would not change.
- 63% (375 respondents) said their walking would not change.
- 29% (175 respondents) said their walking would increase.
- 24% (142 respondents) said their bicycling would increase.

## North vs. South Respondents

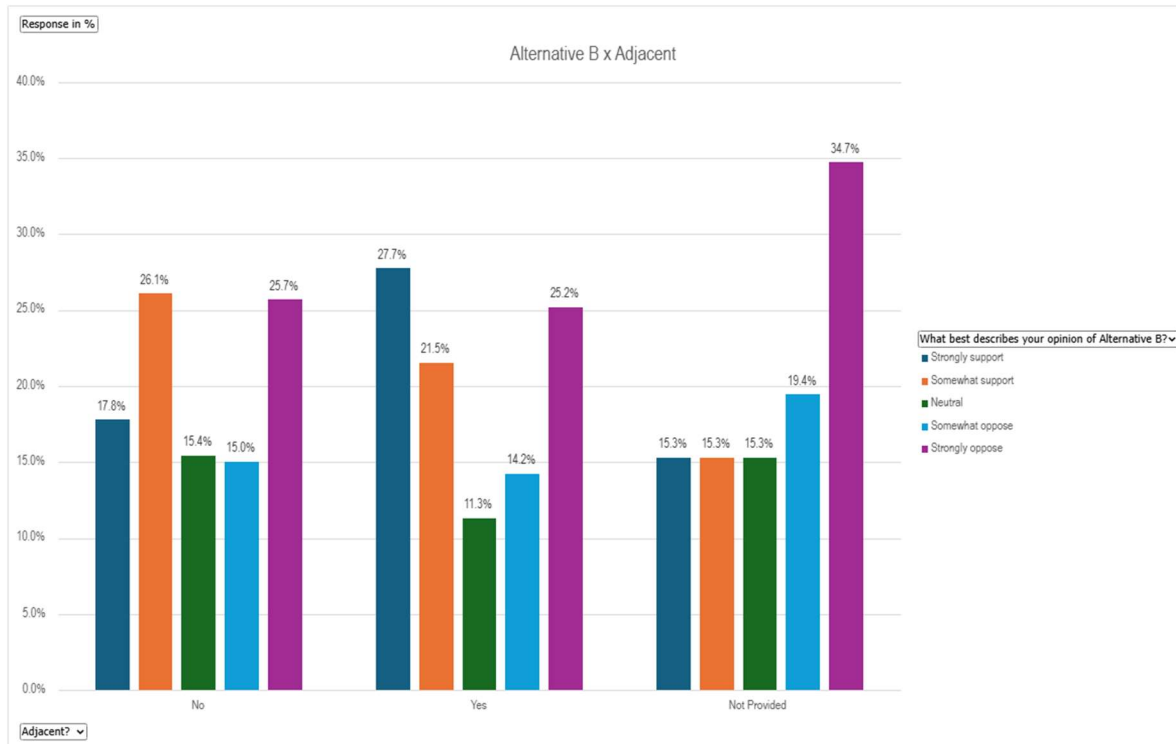


South corridor respondents are generally more supportive of Alternative B than North Corridor respondents.

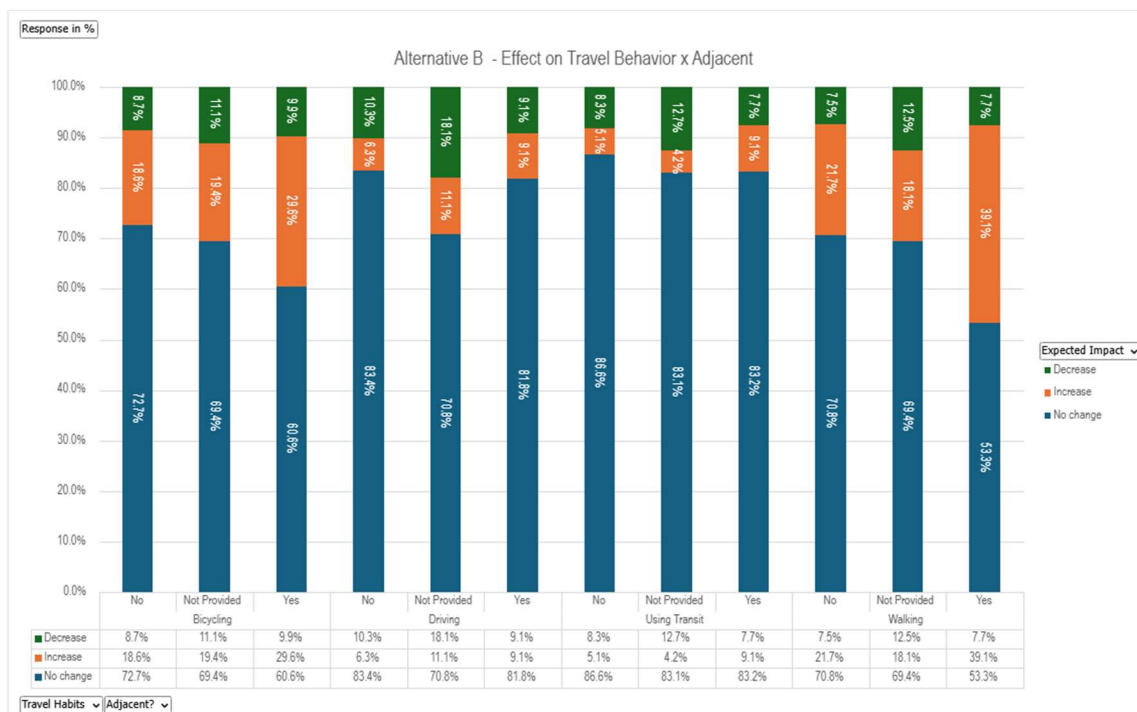


North corridor respondents indicate their travel behavior will increase more than South Corridor respondents for driving and using transit.

## Adjacent vs. Non-adjacent Respondents



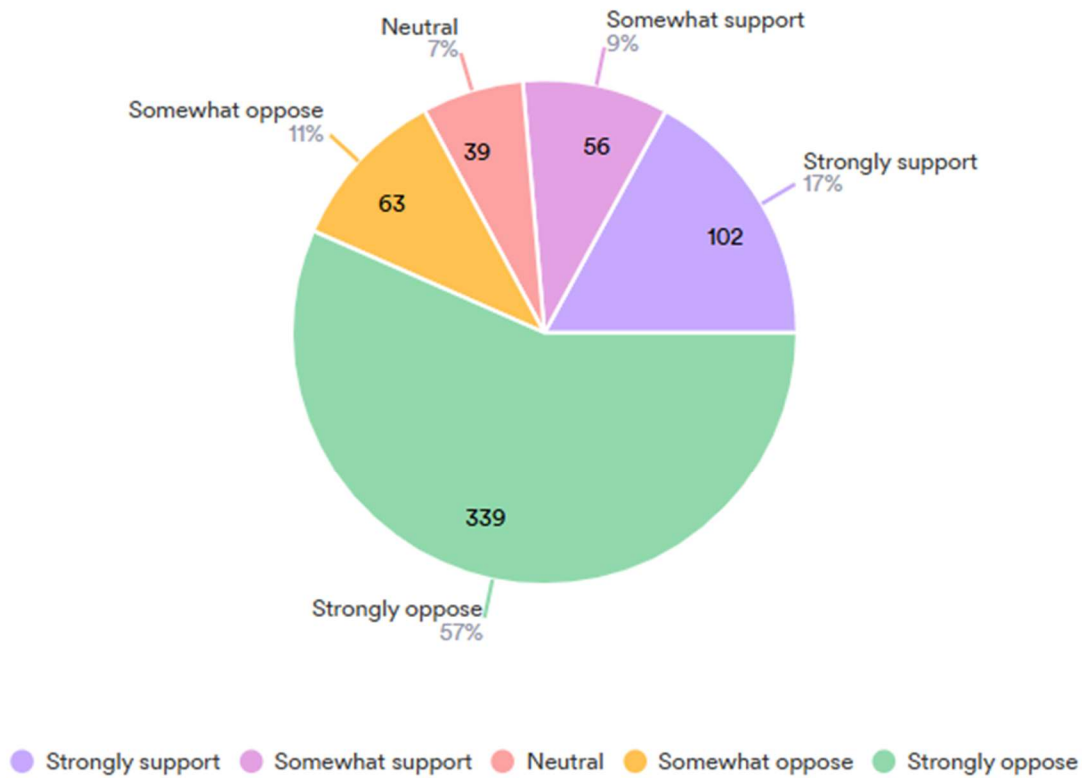
Adjacent respondents are generally more supportive of Alternative B than non-adjacent respondents.



Adjacent respondents indicate their travel behavior will increase more than non-adjacent respondents for walking, bicycling, driving, and using transit.

### What best describes your opinion of Alternative C?

599 Responses- 2 Empty



*57% (339 respondents) strongly oppose this alternative. 17% (102 respondents) strongly support this alternative.*

If Alternative C were implemented in the corridor, how would it affect your travel habits on Sahalee Way?

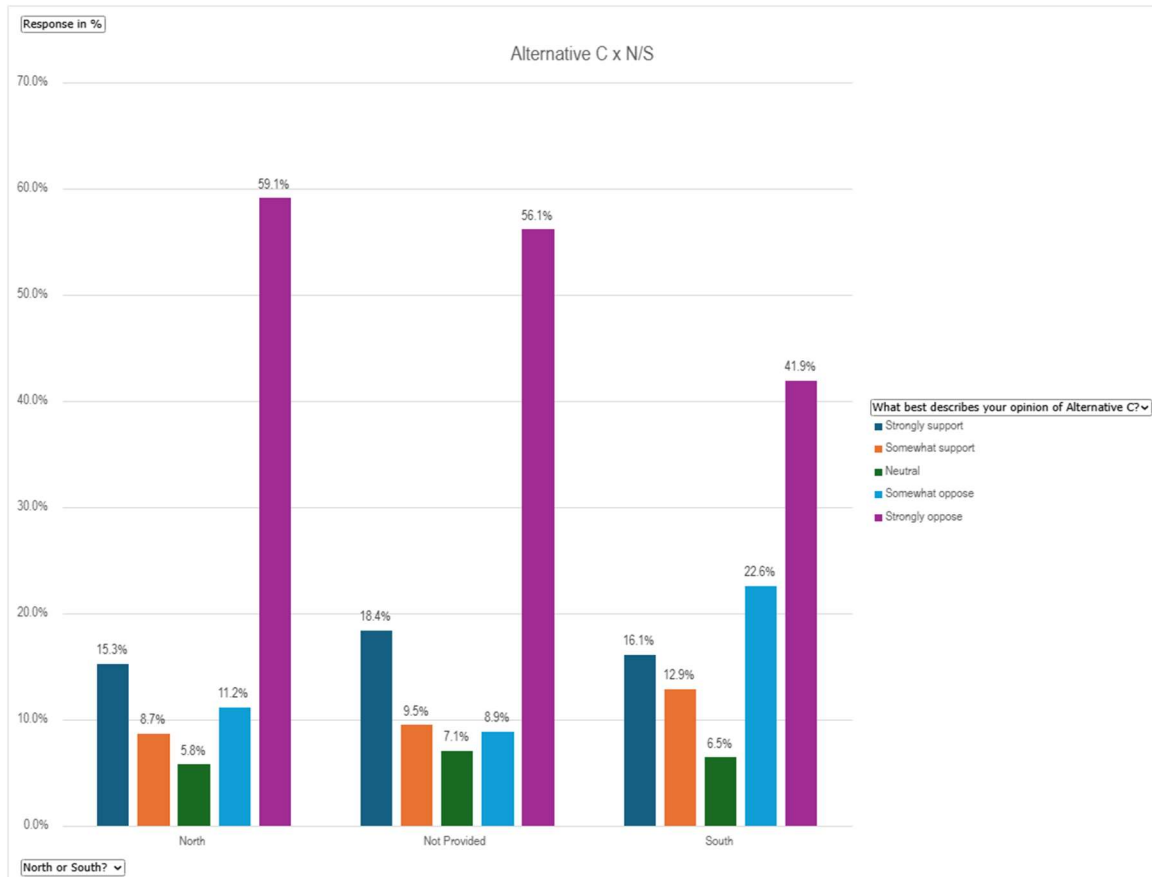
599 Responses- 2 Empty



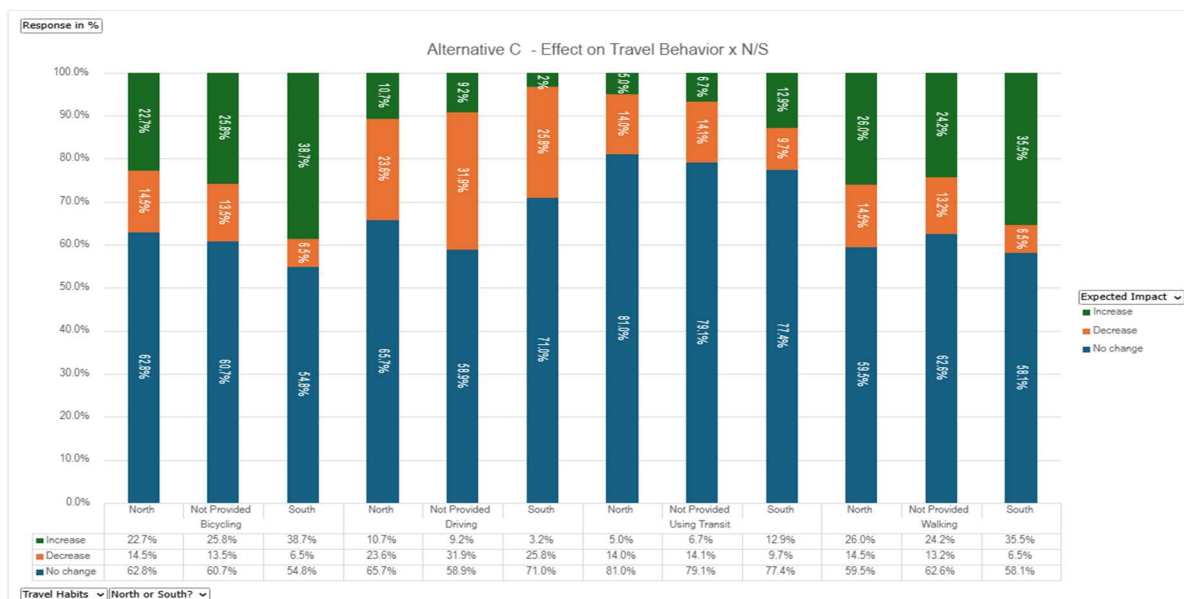
- 80% (478 respondents) said their transit use would not change.
- 62% (373 respondents) said their driving would not change.
- 61% (367 respondents) said their bicycling (including e-bikes and scooters) would not change.
- 61% (366 respondents) said their walking would not change.
- 26% (153 respondents) said their walking would increase.
- 25% (151 respondents) said their bicycling would increase.



## North vs. South Respondents

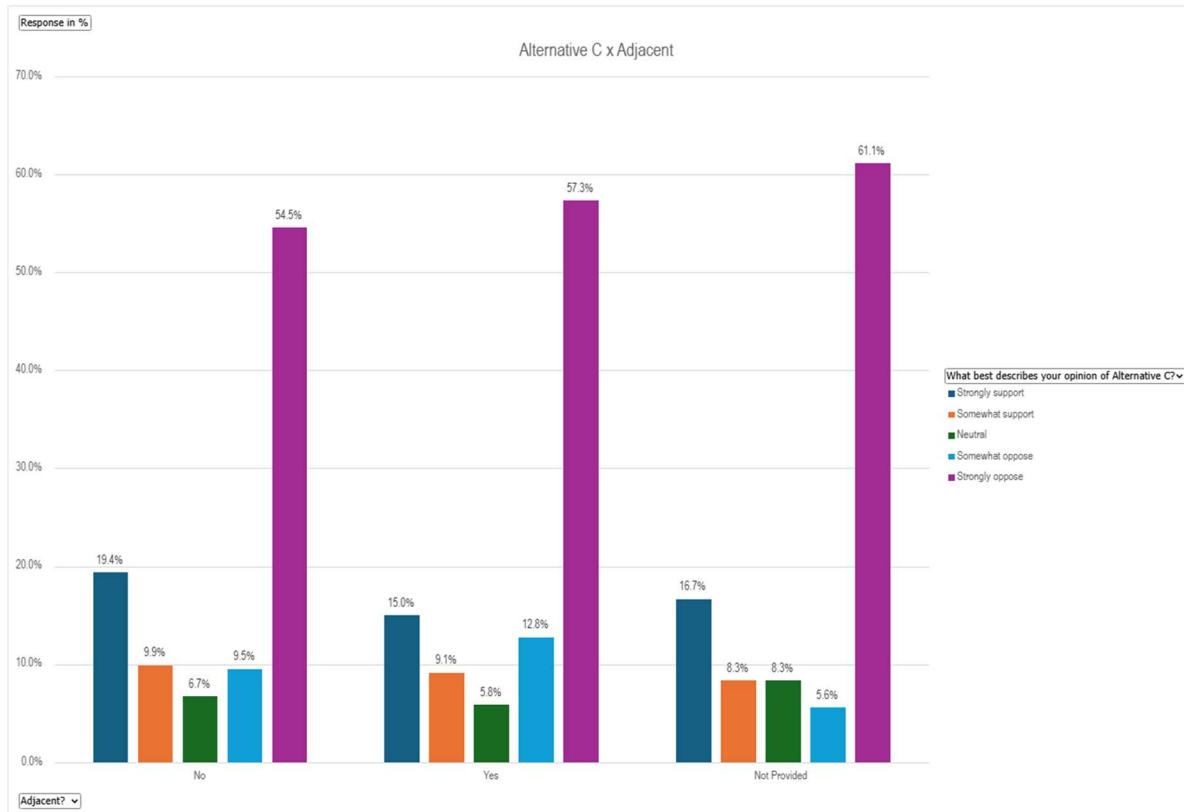


*North corridor respondents are generally more opposed to Alternative C than South corridor respondents.*

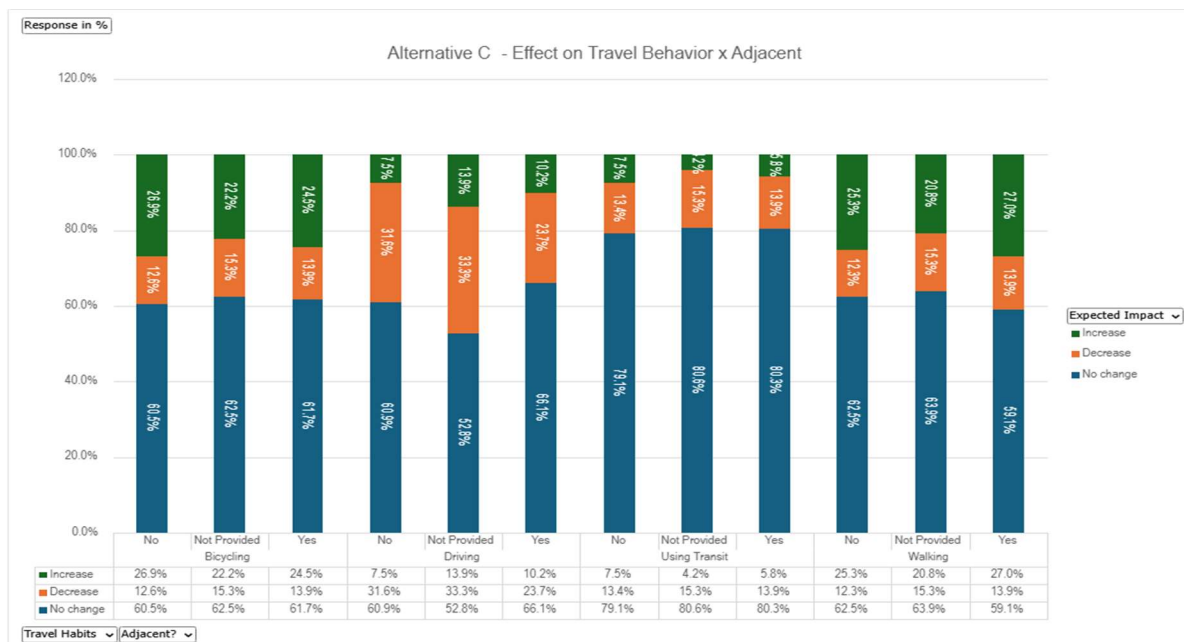


*South corridor respondents indicate their travel behavior will increase more than North Corridor respondents for bicycling, walking, and using transit.*

## Adjacent vs. Non-adjacent Respondents



*Adjacent respondents are generally more opposed to Alternative C than non-adjacent respondents.*



*Non-adjacent respondents indicate their travel behavior will increase more than adjacent respondents for bicycling and using transit.*

Based on the information above, please rank these three alternatives in order of your preference.

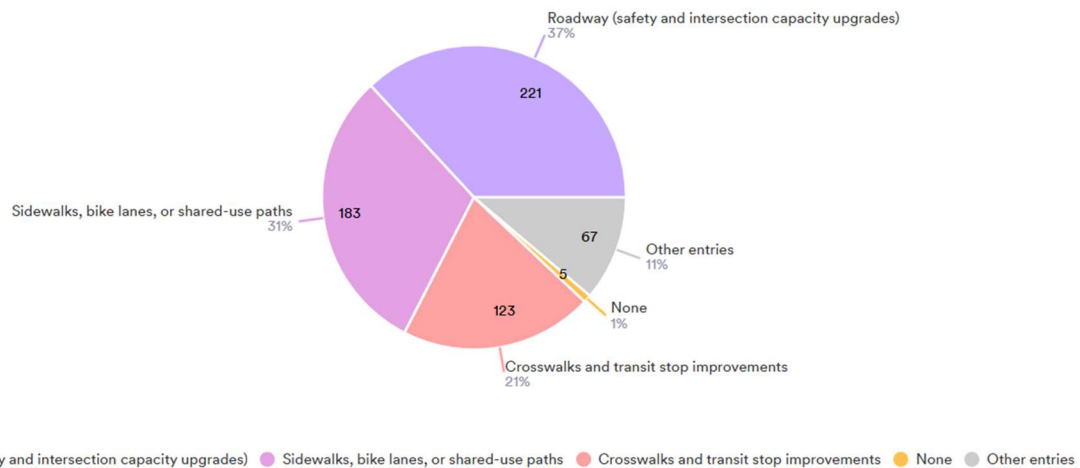
601 Responses

Data	Responses
1: Alternative A 2: Alternative B 3: Alternative C	343
1: Alternative B 2: Alternative A 3: Alternative C	119
1: Alternative C 2: Alternative B 3: Alternative A	73
1: Alternative B 2: Alternative C 3: Alternative A	36
1: Alternative C 2: Alternative A 3: Alternative B	24
1: Alternative A 2: Alternative C 3: Alternative B	6

57% (343 respondents) ranked Alternative A first, followed by B, then C. 20% (119 respondents) preferred Alternative B first, followed by A, then C.

Regardless of which alternative is selected, the city may choose to construct some of the proposed improvements more quickly than others. Select the project element you would like to see constructed first.

599 Responses- 2 Empty



37% (221 respondents) prefer to see roadway (safety and intersection capacity upgrades) constructed first, while 31% (183 respondents) prefer to see sidewalks, bike lanes, or shared use paths prioritized first. 21% (123 respondents) prefer crosswalks and transit stop improvements first.

## Open-ended Comments

Respondents made 238 open-ended comments in their survey responses. The following section provides a summary of the key topics that respondents covered in their comments.

See Appendix F for the full list of comments.

### **Roundabouts (102 comments)**

- Support: 7% (7) • Neutral: 4% (4) • Oppose: 89% (91)
- “Roundabouts will cause chaos. I prefer traffic lights.”
- “More roundabouts are the answer - they keep traffic flowing while ensuring speed is reduced/maintained.”

### **Reduced Speed Limits (36 comments)**

- Support: 53% (19) • Neutral: 6% (2) • Oppose: 42% (15)
- “As a daily commuter for 30 years, I ask that you please do not reduce the speed limit on this road! Our residents do not need to add any more time commuting to and from work.”
- “We feel the speed limit should be lowered to 35 mph all the way down to 202.”

### **Sidewalks (33 comments)**

- Support: 73% (24) • Neutral: 3% (1) • Oppose: 24% (8)
- “Nobody uses sidewalks/bike lanes. Don't waste our tax dollars to support a limited few that use them. Majority of us drive and will continue to do so. Please use the tax for the majority.”
- “Please prioritize sidewalk access to bus stops. It's a basic change that would immediately increase bus usage, and could justify expanded service.”

### **Bike Lanes (33 comments)**

- Support: 45% (15) • Neutral: 9% (3) • Oppose: 45% (15)
- “Focus on cars. Traffic is bad - we don't need bike lanes and slower speed.”
- “Please make safe bike lanes a priority!”

### **Transit Improvements (21 comments)**

- Support: 71% (15) • Neutral: 10% (2) • Oppose: 19% (4)
- “Public transportation is not a priority for sound transit and never will be. Focus on traffic capacity”
- “My kids use transit and increasing the safety at bus stops is a huge improvement.”

### **Crosswalks (11 comments)**

- Support: 91% (10) • Neutral: 9% (1) • Oppose: 0% (0)
- “Crosswalks are very important as high schoolers use the public transport to go to and from school and home. This will help them with road crossing with less chances of germ hit by fast moving vehicles”

### **Safety Improvements (HAWK/Beacons) (6 comments)**

- Support: 67% (4) • Neutral: 17% (1) • Oppose: 17% (1)
- “I strongly dislike HAWK signals as they are confusing for many drivers and lead to right of way confusion between pedestrians & drivers”
- “Safety improvements are vital such as lighted crosswalk and sidewalks.”

### **Shared Use Path (4 comments)**

- Support: 75% (3) • Neutral: 25% (1) • Oppose: 0% (0)
- “A separate shared use path will increase safety and usage as more folks would feel comfortable riding it or letting their kids ride it.”

### **More Lanes (10 comments)**

- Support: 90% (9) • Neutral: 0% (0) • Oppose: 10% (1)
- “We need more lanes to handle growth”

### **Travel time (1 comment)**

- Positive: 0% (0) • Neutral: 0% (0) • Negative: 100% (1)
- “Please do not make travel times longer it is already very bad in the mornings and afternoons”

### **Commute (16 comments)**

- Positive: 6% (1) • Neutral: % (0) • Negative: 94% (15)
- “I feel that the number of roundabouts proposed for Alternative C would increase the traffic back up for commute times. I don’t mind roundabouts but we already have a back up during commutes.”

### **Congestion (5 comments)**

- Positive: % (0) • Neutral: 20% (1) • Negative: 80% (4)
- “Increase capacity to avoid congestion is most important”
- “I don’t see how any of these alternatives will improve traffic flow and reduce congestion and traffic on this road.”

### **Proposed improvements that received the most supportive comments included the following:**

- Crosswalks (91% of comments supportive)
- Shared-use paths (75% of comments supportive)
- Sidewalks (73% of comments supportive)
- Transit improvements (71% of comments supportive)



- Reduced speed limits (53% of comments supportive)

**Common themes identified in supportive comments included those about:**

- Pedestrian safety
- Access to transit
- Neighborhood quality (quieter, slower roads)

**Proposed improvements that received the most oppositional comments included:**

- Roundabouts (89% of comments opposed)
- Bike lanes (45% opposed, 45% supported)
- Reduced speed limits (42% opposed)

**Common themes identified in oppositional comments included:**

- Traffic and commute impacts
- Project cost and tax implications.
- Low perceived use of pedestrian/bike facilities
- Construction duration and disruption
- Desire for increased road capacity/more lanes

**Corridor features not presently included in any of the alternatives that respondents that received the most comments included:**

- Additional vehicle lanes (18 comments)
- Dedicated bus pullouts (7 comments)
- Emergency egress routes off the plateau (6 comments)
- Better lane striping/visibility (5 comments)

**Issues on the corridor that respondents most frequently cited included:**

- Dangerous left turns out of side streets like 223rd and 28th.
- Faded road surfaces needing repaving and better markings.
- Poor nighttime visibility due to lighting/faded striping.
- Bus stop placement/no connection to sidewalks.

## Conclusions

### Online Survey – All Respondents

The online survey reveals a preference from community members for Alternative A. 57% of survey respondents ranked it first, followed by Alternatives B and C. This alternative also had the highest overall support, with a combined 52% of respondents either somewhat or strongly supporting it. In contrast, Alternative C received the most opposition, with 57% of respondents strongly opposing it. Open house results showed similar trends, with Alternative A getting slightly more support than Alternative B.

Behavioral impact was varied across alternatives. Alternative A showed the least predicted change in behavior, with the majority of respondents reporting no expected change across all modes (87% for transit, 82% for both driving and bicycling, and 78% for walking). Alternatives B and C showed slightly greater potential to shift walking and biking behavior (with 29% and 26% expecting increased walking, respectively), which was interesting since these alternatives had lower overall support than Alternative A.

Alternative C received the most opposition from open house attendees, with 12 out of 17 respondents strongly opposing it. While it had slightly higher anticipated increases in walking, biking, and transit use, concerns about cost, construction duration, and the number of roundabouts dominated the feedback. Some participants worried the proposed roundabouts would not accommodate current traffic volumes and vehicle sizes, and many emphasized a lack of improvements for drivers.

### Online Survey - North/South and Adjacent/Non-Adjacent Neighborhoods

There were no major differences in responses when results were broken out by those who lived in the north part of the corridor and those who lived in the south part of the corridor and by those who live adjacent to the corridor and those who are not adjacent to the corridor. However, the following did emerge:

- There was slightly more support for Alternative A for those who live in the north part of the corridor and those who live adjacent to the corridor than those who live in the south part of the corridor and those who are not adjacent to the corridor.
- There was slightly more support for Alternative B for those who live in the south part of the corridor and those who live are not adjacent to the corridor than those who live in the north part of the corridor and those who are adjacent to the corridor.
- The level of support for Alternative C was slightly higher for those who live in the south part of the corridor and those who live adjacent to the corridor (29% for both) than the level of support for all respondents and those in the north and those who are not adjacent to the corridor, but even so 42% south corridor respondents and 55% of non-adjacent respondents indicated they were strongly opposed to this alternative.

## **In-Person Public Meeting**

Participants in the in-person public meeting expressed a stronger support for Alternative A, with 9 out of 17 respondents either somewhat or strongly supporting it. This alternative also showed the most potential to shift walking behavior, with over half of respondents saying they would walk more if it were implemented. Feedback focused heavily on reducing the speed limit to 35mph and installing a traffic signal at NE 28th/223rd, rather than using a roundabout.

When asked to rank the alternatives, the responses from open house participants were evenly split across all combinations, showing no clear consensus. However, participants prioritized crosswalk and transit stop improvements as the top improvement to build first, regardless of the alternative selected.

Lastly, both the online survey and in-person open house participants showed the greatest support for Alternative A, pointing to its balance of improvements and lower cost as their reason for this preference. In both formats, Alternative C received the most opposition, with concerns about cost, construction time, and the number of roundabouts.

## **Next Steps**

Following the public meeting, the City will select the preferred alternative this fall and begin the initial design process. Additional public engagement opportunities may be scheduled to coincide with planned project developments and activities.

## Appendix A – Public Meeting Photos





## Appendix B – Notification Methods

### Newsletter Ad:

### What's Next for Sahalee Way?

*Join the Conversation!*

We heard you, Sammamish! Last year, hundreds of residents shared their thoughts on potential improvements to Sahalee Way. Now, it's time for the next step. The City has developed three options for the corridor, and we want your feedback on these concepts.



### Your feedback is needed!

**April 24, 2025**  
**6–8 p.m. (presentation at 6:15 p.m.)**  
**Sammamish City Hall**



*Learn more*  
and review the alternatives at:  
[sammamish.us/sahalee-corridor](http://sammamish.us/sahalee-corridor)

*Join us* for an open house, where you can review the proposed options, ask questions, and provide your feedback. Your voice is critical in shaping the future of this important roadway.

*We hope to see you there!*

**Can't make it in person?**  
You can also weigh in by completing our online survey, open until April 30.






### Project Website:

## Sahalee Way Corridor Improvements

Share this page:  
[Facebook](#) [LinkedIn](#) [Twitter](#) [Email](#)

 [Subscribe to Email Updates](#)

## Sahalee Way Corridor Improvements

### Project Schedule

See the **Project Update** heading below for details on the upcoming third public Open House, which is summarized here:

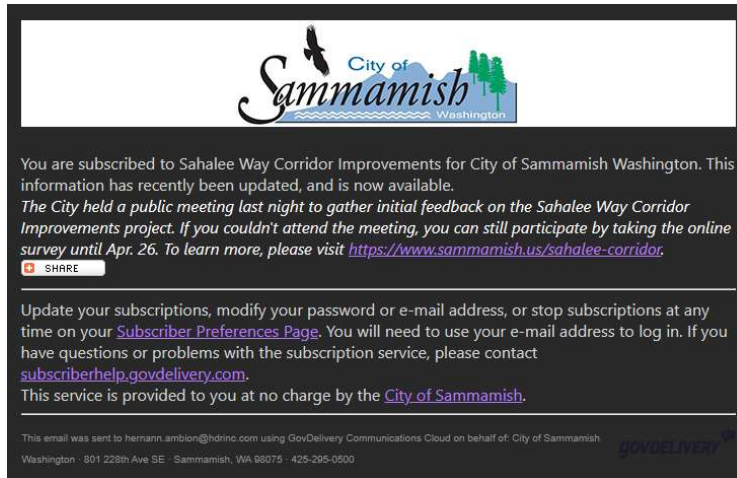
Please join us on **Thursday, April 24 from 6-8 p.m. (presentation at 6:15 p.m.)** at **Sammamish City Hall**, or complete the [online survey](#)\* by April 30.

### Project Update

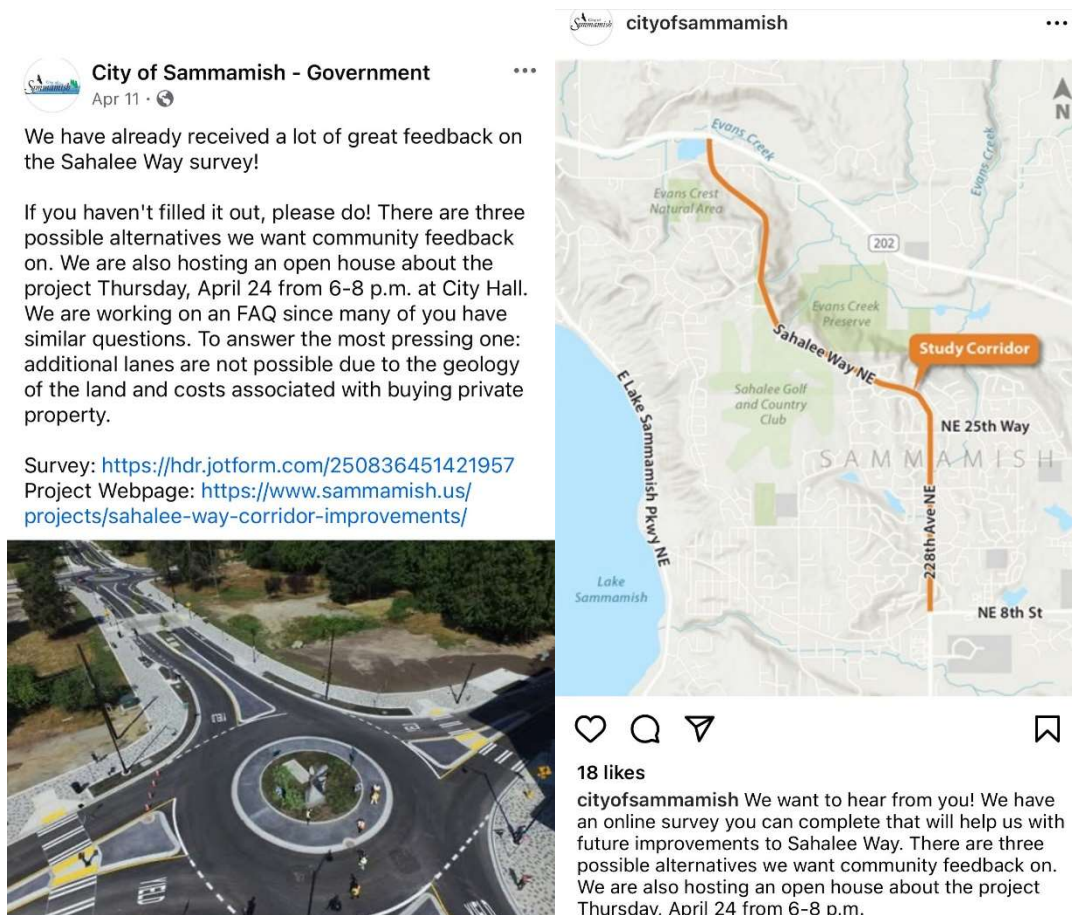
The City of Sammamish is committed to enhancing the Sahalee Way corridor to better serve all users, including pedestrians, bicyclists, transit riders, and drivers. In early 2024, we initiated a comprehensive outreach effort to gather community input on desired improvements for this vital roadway. Over 350 residents shared their ideas and concerns by participating at our April 24, 2024 open house and through an [online survey](#)\*.

Building on this feedback, we developed three alternatives that address both community preferences and technical requirements. This collaborative effort ensures that the proposed solutions are not only practical but also reflective of the community's vision for Sahalee Way.

## Project Email Notification:



## Social Media:



# Appendix C – Public Meeting Materials

## Presentation:



### Agenda

- 01 Project Overview & Context
- 02 Project Priorities
- 03 What Have We Heard So Far
- 04 Technical Analysis & Existing Conditions
- 05 Existing Conditions
- 06 Alternatives
- 07 Schedule
- 08 Why We Need You
- 09 Share Your Thoughts and Questions



### Project Overview

- The City of Sammamish is developing potential design alternatives to address non-motorized facilities and roadway improvements along 228th Avenue NE/Sahalee Way NE between NE 8th Street/NE Ingleswood Hill Road and State Route (SR) 202.

The project aligns with Sammamish's climate goals, which aim to reduce single-occupancy vehicle usage and close the non-motorized infrastructure gap between Sammamish and Redmond.



### Project Benefits

- Increase safety** for bikes, transit riders, and pedestrians
- Upgrade the roadway**, potentially including paving improvements
- Improve connections** to regional trails/amenities, State Route 202, the Sammamish city center, and Redmond's upcoming light rail transit service
- Promote equitable transportation options** for those without access to a personal vehicle



### Purpose and Need

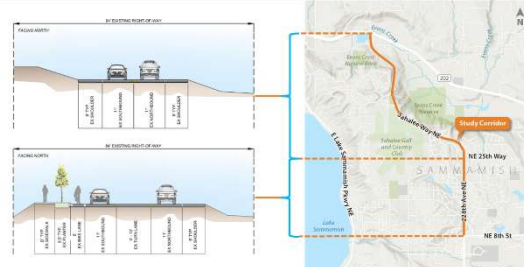
#### Purpose

To establish the near- and long-term vision for the 228th Avenue NE/Sahalee Way NE corridor that is beneficial, actionable, and supported by the Sammamish City Council and public.

#### Need

Improve 228th Avenue NE/Sahalee Way NE to **safely accommodate** pedestrians, bicyclists, and transit users in Sammamish through changes to the intersections and corridor between NE 8th Street/NE Ingleswood Hill Road and the north city limit.

### Existing Conditions



### Project Context

The recently adopted **Comprehensive and Transportation Master Plans** prioritize connectivity and a multimodal approach to transportation improvements.

The alternatives for Sahalee Way reflect those priorities and improve opportunities and safety for those who walk, bike, take transit, and drive through the corridor.

#### Adopted Transportation Goals

- Support the City's and region's growth strategy by focusing on moving people and goods within the city and beyond with a highly efficient multimodal transportation network.
- Invest in transportation systems that offer greater options, mobility, and access in support of the city's growth strategy.
- Maintain, preserve, and operate the city's transportation system in a safe and functional state.

### Project Context

#### Climate Action Plan

#### Goals

- A 30% reduction of per capita Vehicle Miles Traveled (VMT) by 2030 and 50% by 2050, relative to a 2016 baseline.
- A 50% reduction in greenhouse gas emissions by 2030 and a 96% reduction by 2050, using data from 2019 as the baseline.

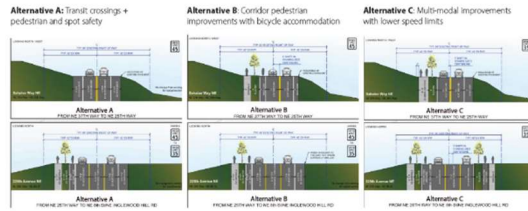
#### Transit Plan

- Enhance transit access, improve transit speed and reliability, and bolster transit-related safety.
- Complete crosswalk study on Sahalee Way



## Three Alternatives

Based on hundreds of community responses to our survey and at our April 2024 open house, we've developed three potential design options to enhance safety and mobility along the Sahalee Way corridor.



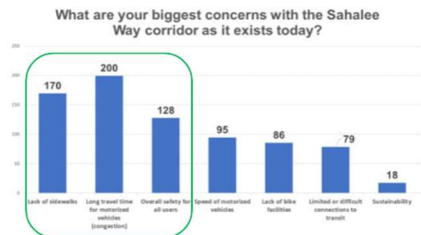
## Project Schedule

The project began in early 2024 and is expected to conclude in 2025. Your input is important and will help shape the final plan. The schedule below includes the major milestones and opportunities to provide your feedback throughout the project.



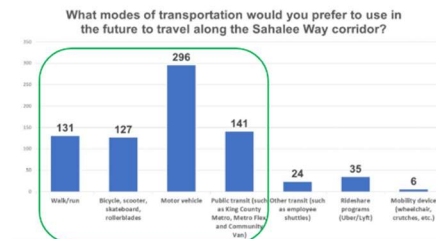
## What Have We Heard So Far

2024 - 332 surveys, 24 open house participants



## What Have We Heard So Far

2024 - 332 surveys, 24 open house participants



## Why We Need You!

- To help the City shape the design concept
- To engage when that preferred concept is brought to City Council for construction timing and funding consideration
- To stay connected so the public is informed about project progress

## Stay Connected



Scan to learn more

### Project Contact

Jed Ireland  
Senior Project Engineer  
jireland@sammamish.us  
(425) 295-0563



Sign up to receive email updates



Request a briefing for your organization



Visit the website: [sammamish.us/sahalee-corridor](https://sammamish.us/sahalee-corridor)

## Public Meeting Boards:

# Welcome

**Sahalee Way Corridor Improvements Public Meeting**

April 24, 2025

**More Information**

Jed Ireland  
Senior Project Engineer  
jiireland@sammamish.us  
(425) 295-0563

Scan the QR CODE to visit our website  
sammamish.us/sahalee-corridor

## Project Overview

The City of Sammamish is developing potential design alternatives for roadway and non-motorized facility improvements along 228th Avenue NE/Sahalee Way NE between NE 8th Street/NE Inglewood Hill Road and State Route 202.

**Benefits**

- Increased safety for bikes, transit riders, and pedestrians
- Roadway upgrades, potentially including paving improvements
- Promotes equitable transportation options for those without access to a personal vehicle
- Improved connections to regional public transit, State Route 202, the Sammamish city center, and future light rail transit service in Redmond
- Aligns with Sammamish's climate goals, which aim to close the non-motorized infrastructure gap between Sammamish and Redmond and reduce single-occupancy vehicle usage

**Purpose and Need**

**Purpose:** To establish the near- and long-term vision for the 228th Avenue NE/Sahalee Way NE corridor that is beneficial, actionable, and supported by the Council and public.

**Need:** Improve 228th Avenue NE/Sahalee Way NE to safely accommodate pedestrians, bicyclists, and transit users in Sammamish through changes to the intersections and corridor between NE 8th Street/NE Inglewood Hill Road and the north city limit.

## Project Update

Based on hundreds of community responses to our survey and at our April 2024 open house, we've developed three potential design options to enhance safety and mobility along the Sahalee Way corridor.

**Alternative A: Transit crossings + pedestrian and spot safety**

**Alternative B: Corridor pedestrian improvements with bicycle accommodation**

**Alternative C: Multi-modal improvements with lower speed limits**

Sahalee Way Corridor Improvements | sammamish.us/sahalee-corridor

## Project Schedule

The project began in early 2024 and is expected to conclude in 2025. Your input is important and will help shape the final plan. The schedule below includes the major milestones and opportunities to provide your feedback throughout the project.

	2024												2025											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct		
<b>PUBLIC OUTREACH AND ENGAGEMENT</b>																								
Community Survey																								
Public Meetings and Online Survey																								
<b>ALTERNATIVE DEVELOPMENT</b>																								
Alternative development evaluation																								
Select preferred alternative																								
Preferred alternative initial design																								
Draft corridor plan																								
Finalize corridor plan																								

We are here

Sahalee Way Corridor Improvements | sammamish.us/sahalee-corridor

## Existing Conditions

**About the Corridor**

- This corridor is about 3.5 miles long and it includes signalized intersections at NE Inglewood Hill Road/NE 8th Street, NE 12th Street, NE 228th Way, NE 27th Way, and SR 202.
- The posted speed limit is 45 miles per hour north of NE 14th Street and 35 miles per hour south of there.
- The only marked crosswalks across 228th Avenue NE/Sahalee Way NE are at traffic signals today.
- King County Metro Route 269 uses the corridor and connects Sammamish residents to Bothell and Redmond. Bus stops in the study area have signage but no shelters or seating.

Sahalee Way Corridor Improvements | sammamish.us/sahalee-corridor

## Alternative A

**Alternative A: Transit crossings + pedestrian and spot safety**

**Alternative A Features:**

- Enhance crossings at existing transit stops with beacons and crosswalk markings
- Maintain existing speed limits
- Add left-turn lanes near Sahalee Greens and Placemore Point
- Intersection improvements at 228th/223rd to improve level of service (most likely treatment is a roundabout)
- New sidewalk along the east side of Sahalee Way adjacent to the Evans Creek (newer parking lot)
- New sidewalk along the north side of Sahalee Way between Placemore Point and the nearest bus stop at Sahalee Drive

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## Alternative B

### Alternative B: Corridor pedestrian improvements with bicycle accommodation

**Alt A Improvements:**

- Enhance crossings at existing transit stops with beacons and crosswalk markings
- Maintain existing speed limits
- Add left-turn lanes near Sahalee Greens and Plumeau Point
- Intersection improvements at 28th/23rd to improve level of service (most likely treatment is a roundabout)
- New sidewalk along the east side of Sahalee Way adjacent to the Evans Creek Preserve parking lot
- New sidewalk along the north side of Sahalee Way between Plumeau Point and the nearest bus stop at Sahalee Drive

**Plus:**

- Continuation curb, sidewalk, and planting strip throughout the corridor on the western side, ending at NE 37th Way
- Keeps shoulders to allow bikes to ride adjacent to traffic

Sahalee Way Corridor Improvements [samamish.us/sahalee-corridor](http://samamish.us/sahalee-corridor)

## Alternative C

### Alternative C: Multi-modal improvements with lower speed limits

**Alt A Improvements:**

- Enhance crossings at existing transit stops with beacons and crosswalk markings
- Add left-turn lanes near Sahalee Greens and Plumeau Point
- Intersection improvements at 28th/23rd to improve level of service (most likely treatment is a roundabout)
- New sidewalk along the east side of Sahalee Way adjacent to the Evans Creek Preserve parking lot
- New sidewalk along the north side of Sahalee Way between Plumeau Point and the nearest bus stop at Sahalee Drive

**Plus:**

- Reduces speed limit to 35 mph south of NE 37th Way
- Shards-on path north of NE 25th to NE 37th Way separated by curb and planter
- One-way protected bike lanes south of NE 25th Way with new east sidewalk
- Roundabouts to meter speeds and provide crossing opportunities (some roundabouts replace beacons proposed in Alternative A or B)

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## Alternative A: Please Share Your Feedback

If this alternative were implemented, how would it affect your travel habits on Sahalee Way? (select one for each travel mode)

Travel Mode	Increase	No change	Decrease
Driving			
Using Transit			
Walking			
Bicycling (including e-bikes and scooters)			

What best describes your opinion of Alternative A?

Opinion
Strongly oppose
Somewhat oppose
Neutral
Somewhat support
Strongly support

Do you have any questions, feedback, or concerns about this alternative? Add your thoughts using a sticky note.

(Add your thoughts using a sticky note)

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## Alternative B: Please Share Your Feedback

If this alternative were implemented, how would it affect your travel habits on Sahalee Way? (select one for each travel mode)

Travel Mode	Increase	No change	Decrease
Driving			
Using Transit			
Walking			
Bicycling (including e-bikes and scooters)			

What best describes your opinion of Alternative B?

Opinion
Strongly oppose
Somewhat oppose
Neutral
Somewhat support
Strongly support

Do you have any questions, feedback, or concerns about this alternative? Add your thoughts using a sticky note.

(Add your thoughts using a sticky note)

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## Alternative C: Please Share Your Feedback

If this alternative were implemented, how would it affect your travel habits on Sahalee Way? (select one for each travel mode)

### Driving

	Increase
	No change
	Decrease

### Using Transit

	Increase
	No change
	Decrease

### Walking

	Increase
	No change
	Decrease

### Bicycling (including e-bikes and scooters)

	Increase
	No change
	Decrease

What best describes your opinion of Alternative C?

	Strongly oppose
	Somewhat oppose
	Neutral
	Somewhat support
	Strongly support

Do you have any questions, feedback, or concerns about this alternative? Add your thoughts using a sticky note.

(Add your thoughts using a sticky note)

Sahalee Way Corridor Improvements

sammamish.us/sahalee-corridor

## Let's Hear From You!

As we develop and finalize the preferred concept plan, we want to hear your thoughts about the Sahalee Way corridor. Provide your feedback on the board using dots or sticky notes.

What modes of transportation do you use today to travel along the Sahalee Way corridor?

	Walk/run
	Mobility device (wheelchair, crutches, etc.)
	Bicycle, scooter, skateboard, rollerblades
	Motor vehicle
	Public transit (such as King County Metro, Metro Flex, and Community Van)
	Other transit (such as employer shuttles)
	Rideshare programs (Uber/Lyft)

How often do you use the Sahalee Way corridor?

	Almost never
	Once or twice a week
	Most days
	Everyday

What other modes of transportation do you use?  
(Add your thoughts using a sticky note)

Sahalee Way Corridor Improvements

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## Let's Hear From You!

Alternative	A	B	C
<b>Summary</b>	Crossings and spot improvements	Continuous sidewalk	Multi-modal improvements; lower speed limit
<b>Potential Number of Phases</b>	2	2	4
<b>Potential Duration to Complete Full Project</b>	4+ years	4+ years	8+ years
<b>Potential Total Cost</b>	\$23,000,000 - \$28,000,000	\$38,000,000 - \$43,000,000	\$100,000,000 - \$110,000,000
<b>Features</b>	<ul style="list-style-type: none"> <li>New sidewalk along Evans Creek Preserve</li> <li>Limited intersection improvements to enhance capacity and safety</li> <li>Crosswalk and access improvements at transit stops</li> </ul>	<ul style="list-style-type: none"> <li>Everything in Alternative A plus...</li> <li>Continuous curb, sidewalk, and planting strip throughout the corridor on the western side, ending at NE 37th Way</li> <li>Keeps shoulders to allow bikes to ride adjacent to traffic</li> </ul>	<ul style="list-style-type: none"> <li>Everything in Alternative A plus...</li> <li>35mph speed limit</li> <li>Shared-use path north of NE 25th Way to NE 37th Way separated by curb and planter</li> <li>One-way protected bike lanes south of NE 25th Way with new east sidewalk</li> <li>Roundabouts throughout corridor</li> </ul>



Sahalee Way Corridor Improvements

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## Let's Hear From You!

Based on the information on the previous board, please rank these three alternatives in order of your preference

Regardless of which alternative is selected, the city may choose to construct some of the proposed improvements more quickly than others. Select the project element you would like to see constructed first

Alternative A Alternative B Alternative C	Crosswalks and transit stop improvements
Alternative A Alternative C Alternative B	Sidewalks, bike lanes, and shared-use paths
Alternative B Alternative A Alternative C	Roadway (safety and intersection capacity upgrades)
Alternative B Alternative C Alternative A	Other (Add your thoughts using a sticky note)
Alternative C Alternative B Alternative A	
Alternative C Alternative A Alternative B	

Sahalee Way Corridor Improvements

sammamish.us/sahalee-corridor





## Engaging the Community

### How to Submit Comments



Tell us tonight by visiting our stations and filling out a comment form



Contact Jed Ireland, Senior Project Engineer, at [jireland@sammamish.us](mailto:jireland@sammamish.us) or (425) 295-0563

Encourage your neighbors and friends to fill out our online survey by April 30





### Stay Involved

- » Sign up for email updates
- » Visit our project website: [sammamish.us/sahalee-corridor](http://sammamish.us/sahalee-corridor)
- » Request a briefing for your organization



SCAN THE QR CODE TO VISIT OUR WEBSITE

Sahalee Way Corridor Improvements

40

# Let's Hear From You!

Based on the information on the previous board, please rank these three alternatives in order of your preference

	Alternative A Alternative B Alternative C	<p>Regardless of which alternative is selected, the city may choose to construct some of the proposed improvements more quickly than others. Select the project element you would like to see constructed first</p>	
	Alternative A Alternative C Alternative B		Crosswalks and transit stop improvements
	Alternative B Alternative A Alternative C		Sidewalks, bike lanes, and shared-use paths
	Alternative B Alternative C Alternative A	Roadway (safety and intersection capacity upgrades)	<p>Other (Add your thoughts using a sticky note)</p>
	Alternative C Alternative B Alternative A	Alternative C Alternative B Alternative A	
	Alternative C Alternative A Alternative B		

Sahalee Way Corridor Improvements

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# Let's Hear From You!

As we develop and finalize the preferred concept plan, we want to hear your thoughts about the Sahalee Way corridor. Provide your feedback on the board using dots or sticky notes.

**What modes of transportation do you use today to travel along the Sahalee Way corridor?**

● ● ●	Walk/run
	Mobility device (wheelchair, crutches, etc.)
	Bicycle, scooter, skateboard, rollerblades
● ● ● ● ● ● ● ●	Motor vehicle
	Public transit (such as King County Metro, Metro Flex, and Community Van)
	Other transit (such as employer shuttles)
	Rideshare programs (Uber/Lyft)

What other modes of transportation do you use?  
(Add your thoughts using a sticky note)

**How often do you use the Sahalee Way corridor?**

●	Almost never
	Once or twice a week
● ● ● ● ●	Most days
● ● ● ● ● ● ● ●	Everyday

sammamish.us/sahalee-corridor



# Appendix E – Online Survey Instrument

4/1/25, 11:55 AM Sahalee Way Corridor Improvements

## Sahalee Way Corridor Improvements

City of Sammamish

The City of Sammamish is exploring improvements to Sahalee Way. Based on community input, we've developed three potential design options to enhance safety and mobility along the Sahalee Way corridor (228th Avenue NE/Sahalee Way NE between NE 8th Street/NE Ingwood Hill Road and State Route (SR) 202).

Share your feedback and help shape the future of Sahalee Way by participating in our survey until **April 30, 2025**.

<https://hr.jedform.com/25030461421967>

4/1/25, 11:56 AM Sahalee Way Corridor Improvements

How often do you use the Sahalee Way corridor? See the map above for reference. \*

<https://hr.jedform.com/25030461421967>

4/1/25, 11:56 AM Sahalee Way Corridor Improvements

☐ Every day  
☐ Most days  
☐ Once or twice a week  
☐ Almost never

What modes of transportation do you use today to travel along the Sahalee Way corridor? Select your 2 most common modes of transportation. \*

☐ Walk/run  
☐ Mobility device (Wheelchair, crutches, etc.)  
☐ Bicycle, scooter, skateboard, rollerblades  
☐ Motor vehicle  
☐ Public transit (such as King County Metro)  
☐ Other transit (such as employer shuttles)  
☐ Other

### Alternative Design Options

The city has selected three alternatives to further evaluate. Please review each alternative and respond to the questions.

**Alternative A: Transit crossings + pedestrian and spot safety**

<https://hr.jedform.com/25030461421967>

4/1/25, 11:56 AM Sahalee Way Corridor Improvements

### Sahalee Way Corridor Study Alternatives April 2025

**LEGEND**

- Existing traffic signal
- Existing bus stop
- Existing sidewalk/bike lane
- Proposed Facility:
- High intensity actuated intersection (HIA) signal
- Intersection with flashing beacon (IFB) crossing
- Roundabout
- Sidewalk - planter strip
- Shared carpool
- Traditional bike lane
- Proposed bike lane

**Alternative A**

From NE 31st Way to NE 25th Way

Speed Limit: 45

Speed Limit: 35

<https://hr.jedform.com/25030461421967>

4/11/25, 11:55 AM Sahalee Way Corridor Improvements

**ALTERNATIVE A**  
FROM NE 25TH WAY TO NE 35 SINE INGLEWOOD HILL RD

**Features:**

- Enhance crossings at existing transit stops with beacons and crosswalk markings
- Maintain existing speed limits
- Add left-turn lanes near Sahalee Greens and Plateau Point
- Intersection improvements at 28th/223rd to improve level of service (most likely treatment is a roundabout)
- New sidewalk along the east side of Sahalee Way adjacent to the Evans Creek Preserve parking lot
- New sidewalk along the north side of Sahalee Way between Plateau Point and the nearest bus stop at Sahalee Drive

What best describes your opinion of Alternative A? \*

☐ Strongly oppose

☐ Somewhat oppose

☐ Neutral

☐ Somewhat support

☐ Strongly support

If Alternative A were implemented in the corridor, how would it affect your travel habits on Sahalee Way? \*

	Increase	No change	Decrease
Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling (including e-bikes and scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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4/11/25, 11:55 AM Sahalee Way Corridor Improvements

**Alternative B: Corridor pedestrian improvements with bicycle accommodation**

**Features:**

Everything in Alternative A plus...

- Continuous curb, sidewalk, and planting strip throughout the corridor on the western side, ending at NE 37th Way
- Keeps shoulders to allow bikes to ride adjacent to traffic

What best describes your opinion of Alternative B? \*

☐ Strongly oppose

☐ Somewhat oppose

☐ Neutral

☐ Somewhat support

☐ Strongly support

If Alternative B were implemented in the corridor, how would it affect your travel habits on Sahalee Way? \*

	Increase	No change	Decrease
Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling (including e-bikes and scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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**Sahalee Way Corridor Study Alternatives April 2025**

**LEGEND**

- Existing traffic signal
- Existing bus stop
- Existing sidewalk/bike lane
- Proposed Curbcut
- High-intensity activated crosswalk (HIWAC) signal
- Rectangular rapid flashing beacon (RRFB) crossing
- Roundabout
- Sidewalk - planter strip
- Shared-use path
- Traditional bike lane
- Protected bike lane

**ALTERNATIVE B**  
FROM NE 25TH WAY TO NE 37TH WAY

**ALTERNATIVE B**  
FROM NE 37TH WAY TO NE 25TH WAY

**ALTERNATIVE B**  
FROM NE 25TH WAY TO NE 37TH WAY

**ALTERNATIVE B**  
FROM NE 37TH WAY TO NE 25TH WAY

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**ALTERNATIVE B**  
FROM NE 25TH WAY TO NE 37TH WAY

**Features:**

Everything in Alternative A plus...

- Continuous curb, sidewalk, and planting strip throughout the corridor on the western side, ending at NE 37th Way
- Keeps shoulders to allow bikes to ride adjacent to traffic

What best describes your opinion of Alternative B? \*

☐ Strongly oppose

☐ Somewhat oppose

☐ Neutral

☐ Somewhat support

☐ Strongly support

If Alternative B were implemented in the corridor, how would it affect your travel habits on Sahalee Way? \*

	Increase	No change	Decrease
Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycling (including e-bikes and scooters)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Sahalee Way Corridor Improvements

Alternative C: Multi-modal improvements with lower speed limits

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Sahalee Way Corridor Improvements

Sahalee Way Corridor Study Alternatives April 2025

LEGEND

Existing traffic signal

Existing bus stop

Existing sidewalk/bike lane

Proposed Facility

High-minority adjusted streetcar (HAWA) signal

Rectangular rapid flashing beacon (RRFB) crossing

Roundabout

Sidewalk + planter strip

Shared-use path

Traditional bike lane

Protected bike lane

Alternative C

Optimize intersection to accommodate by WOODS

Speed Transition 45 35

New left turn lanes for 210th, 217th

EXISTING NORTH VIEW

LOOKING SOUTH

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

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Sahalee Way Corridor Improvements

228th Avenue NE

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

Sammamish

Features:

Everything in Alternative A plus...

Reduces speed limit to 35 mph south of NE 37th Way

Shared-use path north of NE 25th Way to NE 37th Way separated by curb and planter

One-way protected bike lanes south of NE 25th Way with new east sidewalk

Roundabouts to meter speeds and provide crossing opportunities (some roundabouts replace beacons proposed in Alternative A or B)

What best describes your opinion of Alternative C? \*

Strongly oppose

Somewhat oppose

Neutral

Somewhat support

Strongly support

If Alternative C were implemented in the corridor, how would it affect your travel habits on Sahalee Way? \*

Driving

Using Transit

Walking

Bicycling (including e-bikes and scooters)

Increase

No change

Decrease

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Sahalee Way Corridor Improvements

Alternatives A, B, and C: Comparison

Additional details for the three alternatives are listed below, including estimates for project costs and potential durations to complete all improvements.

Alternative	A	B	C
Summary	Crossings and spot improvements	Continuous sidewalk	Multi-modal improvements; lower speed limit
Potential Number of Phases	2	2	4
Potential Duration to Complete Full Project	4+ years	4+ years	8+ years
Potential Total Cost	\$23,000,000 - \$28,000,000	\$38,000,000 - \$43,000,000	\$100,000,000 - \$110,000,000
Features	<div><div>New sidewalk along Evans Creek Preserve</div><div>Limited intersection improvements to enhance capacity and safety</div><div>Crosswalk and access improvements at transit stops</div></div>	<div>Everything in Alternative A plus...</div> <div><div>Continuous curb, sidewalk, and planter strip throughout the corridor on the western side, ending at NE 37th Way</div><div>Keeps shoulders to allow bikes to ride adjacent to traffic</div></div>	<div>Everything in Alternative A plus...</div> <div><div>35mph speed limit</div><div>Shared-use path north of NE 25th Way to NE 37th Way separated by curb and planter</div><div>One-way protected bike lanes south of NE 25th Way with new east sidewalk</div><div>Roundabouts throughout corridor</div></div>

Based on the information above, please rank these three alternatives in order of your preference. \*

1: Alternative A

2: Alternative B

3: Alternative C

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**Ranking on a computer:** Select a single alternative (A, B, or C) in the list above and drag the item to a new location in the list. Continue rearranging until your preferred order is set.

**Ranking on a mobile device:** Select a single alternative (A, B, or C) in the list above. Select another alternative in the list to swap locations with. Continue rearranging until your preferred order is set.

Regardless of which alternative is selected, the city may choose to construct some of the proposed improvements more quickly than others. Select the project element you would like to see constructed first. \*

☐ Crosswalks and transit stop improvements

☐ Sidewalks, bike lanes, or shared-use paths

☐ Roadway (safety and intersection capacity upgrades)

☐ Other

Is there anything else you'd like to share about any of the alternatives?

**General Information**

Would you like to receive updates about this project via email?

☐ Yes

☐ No

Are you representing an organization?

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☐ Yes

☐ No

Do you live in Sammamish?

☐ Yes

☐ No

*Because of WSDOT and Federal regulations, all Cities that use federal funding are required to meet Title VI requirements. As a means to ensure we are meeting those, we are obligated to ask the following questions to ensure we are not excluding any groups.*

Which race or ethnic origin do you identify with?

☐ American Indian or Alaskan Native

☐ Native Hawaiian or Other Pacific Islander

☐ Asian

☐ Black or African American

☐ Hispanic, Latinx, or Spanish origin

☐ White or Caucasian

☐ Two or more races

☐ Prefer not to say

☐ Other

What languages are spoken in your household?

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☐ English

☐ Spanish

☐ Chinese

☐ Russian

☐ Punjabi

☐ Somali

☐ Ukrainian

☐ Vietnamese

☐ Other

Do you identify as a person with a disability or other chronic condition?

☐ Yes

☐ No

☐ Prefer not to say

Are you an owner or renter at your primary residence?

☐ Owner

☐ Renter

☐ Prefer not to say

What is your age group?

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☐ Under 18

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65-74

☐ 75-84

☐ 85 or older

☐ Prefer not to say

What is the highest degree or level of education you have completed?

☐ No schooling completed

☐ High school

☐ Technical/vocational training

☐ Associate's degree

☐ Bachelor's degree

☐ Master's degree

☐ Doctorate degree

☐ I prefer not to say

☐ Other

What is your household's total annual earnings?

☐ Under \$25,000

☐ \$25,000 - \$75,000

☐ \$75,000 - \$150,000

☐ More than \$150,000

☐ Prefer not to say

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Sahalee Way Corridor Improvements

Have you ever participated in, provided input on, or attended a public meeting for a project in the City of Sammamish?

☐ Yes

☐ No

☐ Prefer not to say

Submit

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## Appendix F – Online Survey Open Ended Comments

### Is there anything else you'd like to share about any of the alternatives?

None of these seem to solve the problems that I see on Sahalee way. A wider sidewalk that bikes can also use, like the one south of main street to Issaquah pine lake road would be better, with instructions for bicyclists to use that as I do not feel there is enough foot/bike travel to warrant divided paths. Indents in the roadway where buses can pull in so not to stop traffic and a turning lane in the middle of the road.

I've lived here over 30 years. Increase capacity. We need safe, rapid exits off the plateau in case of fire. Think Paradise, HI and LA fires No more roundabouts.

I think the improvements in Plan C from NE 25th to NE 8th St make the corridor better for pedestrians, but as a cyclist I already use the shoulder on this route. Also for the significantly higher cost, I think I lean slightly toward Plan B for improvements from NE 37th to NE 25th.

For anything to actually work, we need actual public transit options too.

"Alternative C is I believe too costly and could kill the project that has been neglected for too many years - after promises have been made several times from the City of Sammamish.

At 28/223rd I strongly recommend a smart traffic light instead of roundabout due to the following reasons:

- it is a blind curve coming up from 25th, and very challenging to make a left out of the Crest, and right out of Heritage hills. There are times it is very congested and my fear is that when leaving from 7:30 - 9:30 AM and 3:30 -6:30PM If the cars have to slow down to 15 MPH as suggested it might be even longer to get into the traffic circle. it is also a 4point intersection, and with amount of current and future traffic with Population Growth and change in population preferences - (parents taking the kids to and from School instead of walking or busing, more working at the office).

I am very excited to have a sidewalk extended to 37th from 25th - which allows us to walk to Evans Creek, or if we want to go to Sammamish we can walk protected to 25th and then take the pipeline trail to the city. We either walk the dog or for a walk crossing Sahalee was is again very concerning with the 45 MPH, and no light or roundabout and a blind curve - either solution will help out the pedestrian activities and access to transit (PS working with Sound Transit or I know the local Rotary would love to help on transit shelters)."

"School district buses travel this route multiple times each day and any roundabout must accommodate our fleet of buses. (See body length below)



Body Code      Body Length (Approx.)

47ACD            35' 5"

47ACE 37' 8"

47ACG            39' 11"

47ALB 42' 2"

Sammamish doesn't have the budget for these improvements otherwise I would be a fan

"As a full-time bike commuter, the existing roadway is not the worst for cyclists. The shoulders are very wide and so I don't feel too exposed, even with the 45 mph speed limit. This is why I strongly oppose Alternative B. For cyclists, it will reduce the 8' shoulder to 5' uphill and 4' downhill, in a 45 mph speed zone, and this makes it less safe for cyclists, in my opinion. Given a 4' shoulder downhill, I would at times be taking the lane for reasons that motorists usually will not understand. The shoulder often has grates, or accumulates debris which presents no risk to cars, but which can cause a bicycle to slide out, especially when wet or at high speeds, and taking the lane also gives me more space to avoid obstacles (to the left as well as the right). Given a 35 mph speed zone, most motorists probably would not be too put out, but for a 45 mph speed zone, my taking the lane would cause motorists to have to slow below the limit, which would anger some. I never try to intentionally anger motorists, but sometimes that is the result when I prioritize my safety on a bike.

It should be noted that I marked my use of the Sahalee Way Corridor as "Almost Never". This is due to a combination of where I live, and my knowledge of better ways up the plateau (some of them "secret" meaning they don't show up on Google), "better" meaning less or no cars. These better ways to the plateau are accessible via East Lake Sammamish Trail, making for a very friendly overall route. I feel that even with an improved way up/down Sahalee Way, the "better" ways up are still superior. For those who live on the plateau proper (not me at this time), some amount of travel on Sahalee Way may be necessary. The "better" ways up get you onto the plateau, but one may still need to travel or cross Sahalee Way to actually get to one's house. Those people would benefit from these improvements."

Sahalee Way is very hard to drive on at night when the rains are here because the lane markings are so faded, and it's sometimes dangerous during the day because people dart out of their neighborhoods unsafely. Roundabouts would help people get out of their neighborhoods safely and would help pedestrians have more places where they can cross with more safety. But I get roundabouts are expensive. The number 1 improvement I want is lane markers I can see in the rain.

If you put in six roundabouts you will force traffic up NE 37th way and through those neighborhoods. They are already used as "rat runs" and our safety for neighborhood kids is a big issue. Don't make this worse.



B and C are too expensive for the amount of use. Yes, it's great, but not cost effective.

Please stop wasting taxpayer dollars. Unless you are adding road capacity, the dollar amounts to the bike lanes and sidewalks to nowhere are insane.

If there is space to put in sidewalks and multi-use lanes, then there is room to widen the road for traffic. The latter should be the higher priority.

Need to stop growth. Does nothing to improve traffic capacity. Stop spending money.

"Stop wasting our tax money on something that is not effective at all! We need more car lanes and infrastructure improvement before building more houses on the plateau! Be realistic!

Also, how many city council members are biking/walking to work every day? And how many of you are sitting in the traffic during school times?"

Improve safety but limit number of traffic lights. We do not need a traffic light on every junction. Turn lanes and traffic circles are better options.

Although alt C will take the longest amount of time and be the most expensive I think it will pay off the most in the long run. These are the sort of changes and futures I hope to see in Sammamish, and others I talk to too love the trails and nature here a lot. The city itself is mostly residential with some growing commercial but I do think one of its highlights is the nature and making this road multi modal could really bring out this highlight!

If you implement Alternative A, PLEASE do not set things up that bikes will need to veer into traffic to get around the pedestrian improvements, and ensure that it is safe for cyclists who are descending at a decent rate of speed.

I suspect there will be some pushback from the community from those who do not live along this corridor. It is a main road to leave town and I understand their objection, people want to get to places fast. But for us living in this area it cuts this part of Sammamish in half, because crossing the road is dangerous and it lowers livability in this part of town substantially. I live in Heritage Hills, a block away from Sahalee. I hate crossing the road or even just waiting at the bus stop, it does not feel safe!!! I discourage my kids to use the bus or crossing/walking along that road as well. Also the noise level even a block away is substantial enough to be noticeable inside the house. I don't know how people deal with this who live directly along Sahalee. Lowering the speed limit would be a huge improvement in that regard. Thank you for trying to improve this road!!!

"A traffic light at the 28th/223rd intersection would be better for traffic flow than a roundabout.

Protected bike lanes are essential to having a bicyclist-friendly area."

None of these appear to address the expected increase in traffic due to the increased housing that was previously approved.

"1. Oppose all alternatives due to expense and impact during construction.

2. City needs to better maintain existing Sahalee Way / 228th Ave NE. Roadway needs center lane and fog line painting.

3. None of the alternatives address the U-turn safety issues on northbound 228th Ave NE at the NE 12th signal. The safety issues are due to the high number of U-turns at this intersection."

I really like having safer conditions for foot traffic and bikes. I currently don't run along this road due to safety concerns. My kids use transit and increasing the safety at bus stops is a huge improvement. And while I like option B, I love the shared path for bikes. I would ride a bike here if it were a shared path.

I feel that the number of roundabouts proposed for Alternative C would increase the traffic back up for commute times. I don't mind roundabouts but we already have a back up during commutes.

First, roundabouts are a nightmare that drivers frequently don't know how to navigate safely, and delivery trucks + larger commercial vehicles and buses struggle with. Second, with the economic picture so uncertain right now, spending \$38-110 million taxpayer dollars on things like pretty planting strips (that need to be maintained with more taxpayer dollars) and roundabouts is grossly irresponsible -- not to mention that the cost of materials \*will\* go up and the final cost will definitely be higher. Third, in all of my frequent trips along this route I RARELY encounter bicycles or pedestrian traffic. A whole lot of money has been spent on these alternatives and a whole lot of money is being proposed for changes that are absolutely NOT critical. And fourth, what you really need is responsible planning -- meaning quit allowing high density housing and additional schools along 228th! Current traffic is already a nightmare in the morning, when the five schools on 228th are getting out and during evening commute. I don't care if you drop the speed limit to 35 since most people only drive 35 on this stretch already, but adding roundabouts to further slow things down is idiotic.

None address the need for increased capacity, if that's not possible stop building high density housing!!! The majority of these people will commute out of Sammamish, with no added capacity traffic will only get worse and public busses in Sammamish are a joke with limited hours and frequency. Halt the Town Center! We have no commercial industry to support the cost of this, all I can see are more tax increases. I've lived here for 30+ years and I will be lucky if I can afford my property taxes here when I retire.

We need more lanes, if there is an emergency we need to be able to get people off the plateau faster.

The Crest needs help making left turns getting out of their neighborhood this has been an issue for many years. I would strongly support an intersection to allow this neighborhood to make safe left hand turns onto Sahalee.

Do not go with the most expensive options. They are not needed. THERE WILL BE COST OVER RUNS and the taxpayer will be holding the bag. I would rather you just fix pot holes and rough spots. And please do not lower the speed limit.

The people of Timberline will need a different way to leave the neighborhood. Have you thought about a solution for them for the years of the project?

Please add turnouts for the bus stops so the bus doesn't block traffic every few blocks.

Alternative C might have too many traffic circles along that entire stretch, but getting the speed limit lower along that whole route would be ideal. More so, a sidewalk on the entire east side of the road south of 25th is imperative, too many people are walking/biking on the shoulder which gets very narrow in some places, it's dangerous.

I would really like to see the protected bike lanes, but the cost delta seems prohibitive, unless there are some huge grants coming from somewhere.

All alternatives have the added roundabout. What evidence supports the claim it will increase capacity or safety? It would certainly create a bottleneck for N/S traffic which is the majority of trips. I haven't seen sketches of its design. How it will increase capacity is unclear. If there's a lot of traffic going n/s those coming from e/w will just sit and wait for a break in traffic to enter the roundabout just as they do now. WHAT IS THE RED ASTERISK ABOUT? The question about how each project affects my travel habit...does INCREASE mean my travel habit will be to drive on it more? Be better to drive on? I answered DECREASE because that roundabout will decrease my happiness and slow me down. If I should have chosen INCREASE to reflect what I just said will you please change all my decreases to increases?

What is the problem you're trying to solve? None of these things solves the real problem, which is traffic congestion. Nobody wants to walk on this holiday corridor. Nobody wants to bike on it. The reason I don't take public transportation isn't because of the lack of crosswalks. It's because the buses are slow and don't go where I need them to. The city should not spend our tax money on pointless projects that don't solve the problem. It's better to do nothing.

None of these very expensive projects are going to expand the amount of cars possible, therefore it is not worth the cost.

Focus on cars. Traffic is bad - we don't need bike lanes and slower speed. Crossings good to help pedestrian. Hawk signal looks helpful.

Given the plans for eventually building out the town center with many more residential units, it is very disappointing to see no alternative providing additional traffic capacity, i.e. 2 traffic lanes in each direction. This just postpones what inevitably must be done. At a minimum, the design should provide for wide spots to allow buses to stop without impeding traffic.

"I think the feedback in the Facebook post is clear. Nobody trusts the council with money at this point. We all think you are more interested in helping developers and in turning the city into

something it's not, never was, and that nobody really wants it to be than you are with doing anything good for people who live here. The council is doing the bidding and the dirty work for the King county council by helping them distribute growth more easily and I am fed up. People are starting to see through your disingenuous council members.

You are out of control with spending, and a lot of that has to do with our current council giving hand outs and favors to developers. It is VERY obvious IMO.

I really can't emphasize enough that I absolutely hate the way this council has gone about using friends of the developers to push a false narrative of support for overdevelopment into our city. They all may claim they have nothing to do with it, but I believe otherwise.

And I think the paper trail is pretty clear. I will present it when I decide it's time. :)

This entire project should have happened years ago. This obsession with urbanizing and making this city walkable is the dumbest idea ever. Have you ever walked from Safeway to timberline? Anyone who thinks that is feasible should go do it, and wear a go pro, and a calorie counter, and report back. I'm sure we all have time to walk to get our groceries....

Do you think people in walkable cities just go for 4 mile walks to get groceries and call it good? No, people as they grow up and make more money move out of cities and into suburbs where they can drive to get groceries and park easily. You idiots.

I'm so sick of you clowns wasting our time, our money, creating stupid ambassador programs, siding with developers, not pursuing the collection of legal fees after a frivolous 10million lawsuit was lobbed at us by a freaking FoRMER COUNCIL MEMBER. One who used to call into every meeting sounding like a loon yelling about Malchowgate.....

That's who the council majority is aligned with. An idiot who failed to sue the city over the same stupid shit our records team is still doing now. Could the pro development council members possibly be bigger sellout wusses? I really don't think they could go bigger. They are full blown idiots for the town center. How does increasing the size to 4,000 units make any sense. That is very clearly the city being stupid.

You guys are completely blowing it. You've blown our budget trying to help samwick get this stupid town center built, and I, I will never forgive. I will never forget.

I will be the new Catherine. I'll leave town and continue to participate in every discussion and do my best to influence local politics by creating a one sided group, moderating dissenters into silence, and recruiting high schoolers to do my bidding.

Seriously, you guys need to pull your heads out of your butts, stop doing favors for developers, stop encouraging this messaging that Sammamish MUST grow, and stand up for your people. You're a very sad group of people. Jon Curley must look back at Sammamish and just shake his head. ROISIN, is this what you joined the council for?

Sid? To put the nail in the coffin and turn Sammamish into New Redmond?

Be better. Be best. This ain't it."

Roundabouts will cause chaos. I prefer traffic lights.

I'd like to see more of a combination between B&C options. More of a mix between roundabout and stop light with all the pedestrian and biking options. It would be so great if there was less driving, more walking/biking.

#### ADD MORE TRAFFIC LANES

None of these options fix the issue with the traffic. What you're doing is implementing and spending a lot of money for bicyclist and pedestrians that hardly ever use the road. We should be getting rid of these proposals and looking at ways to increase traffic flow.

I hope we can make 228 wider and faster, so that I can go out quicker.

Please prioritize sidewalk access to bus stops. It's a basic change that would immediately increase bus usage, and could justify expanded service.

Not very clear how multiple roundabouts improve this Sammamish corridor. Familiar with the benefits of roundabouts at critical spots, but adding 6 roundabouts seem overkill for this roadway that I've been driving on for 30 years. A more moderate approach to protecting walkers and helping commuters taking public transit along this route seems to be the more reasonable plan. I support the idea of improving this corridor but want it to be done modestly and to support more non-car traffic.

None of them touch on the big elephant. I use Sahalee Way/228th a lot and none of these address the biggest issue of additional capacity uphill from SR202. Until that is completed by the city to the boundary with King County, no money should be spent on upgrades like this. Not the biggest livability issue.

We should be standardizing intersections with roundabouts as much and often as possible. They're safe, efficient and double as beautification or a nature/green space.

turning left from Sahalee drive onto Sahalee way is currently dangerous due to the fast road and partially blind corner. A roundabout would fix. And if work is going to be happening anyway, would love to combine efforts with a dedicated bicycle path - since that is not an option then a mixed use path is acceptable.

I would like to see Crosswalk improvement as well.

"Add in more driving lanes.

Run a sidewalk / separate bike lane all the way down Inglewood Hill road, so we can bike from "downtown" all the way to the existing bike trails."

Nobody is going to bike along Sahalee way / 228th no matter how bike friendly it is. Nobody is commuting by bike around here and there are much more scenic routes elsewhere for recreational biking.

"It is completely unreasonable to place a roundabout at 202 and Sahalee as there are many commercial vehicles that are too big to navigate a roundabout. A more reasonable solution would be to construct a 202 westbound bypass through the Sahalee/202 intersection (keeping the stop light for access to and from Sahalee and 202 eastbound.

This would work because in the morning rush hour, it's the westbound 202 traffic that slows the northbound Sahalee traffic.

However, nothing needs to be done if westbound 202 to 520 flow isn't improved, as it's always bumper to bumper 1.5 miles before 180 Ave NE."

"Option C is too expensive and would dramatically increase our taxes AND dramatically increase traffic and commute times!

Would appreciate knowing how much these options would increase our taxes on our homes per \$100,000 of home value. Would you please add this information so that those who are retiring or on a fixed income, or who need to seriously consider their family budget can see how each option would effect their family income and expenses?

Thank you for allowing us to provide input through your online survey."

Appreciate this being looked at. Current conditions are unsafe to reach bus stops from NE 36th!

"As 35 plus year residents and moving towards retirement, we ask that you please consider the cost of this project and the increase in our already very high property taxes.

Safety is important and sidewalks would be helpful from NE 8th to Sahalee Way. Very opposed to bike lanes due to very high cost of adding them, and very few people using these lanes to then travel down to Redmond, and the risk of more accidents on the already way to busy and dangerous Redmond/Fall City Road.

As a daily commuter for 30 years, I ask that you please do not reduce the speed limit on this road! Our residents do not need to add any more time commuting to and from work.

Finally, thank you for providing this survey, and allowing residents to provide input on this very big and expensive project."

Increase the vehicle capacity without reducing speed.

Roundabout at Sahalee and NE 28th and sidewalk from Timberline connecting to NE 25th. No other roundabouts, no more bike lanes and no crossings for bus stops. Simple and cheapest.

Alternative A is my preferred alternative, as it improves safety for pedestrians and for drivers at a reasonable cost. I strongly oppose Alternative C. It is very expensive. The SIX roundabouts would be very costly and be a hazard weaving in and out every few blocks. Let's try and be thoughtful but frugal in our road projects. I have lived in Sammamish for 30 years and love it. I plan on staying here after retirement too. Thanks for allowing me to have a voice in the decision making of this project.

Alternative B is my preferred alternative, as it improves safety for pedestrians and for drivers at a reasonable cost. I strongly oppose Alternative C, as it would make the road much less usable for local residents and those who commute across the Plateau. As a Sammamish resident for the last 30 years, I believe that Alternative C would make the Sahalee Way section from Timberline to Safeway more dangerous for drivers, and would be too expensive.

I don't think the city should do any of these options

"NEED left turn into Sahalee Greens

Will you be asking homeowners to help pay for these improvements?

We feel the speed limit should be lowered to 35 mph all the way down to 202."

These don't seem bold enough. I think this is outdated by the time it's finished.

None of these improve traffic flow, but would instead increase daily commute time. Where is the city getting this money? Increased tax base? How will the addition of 4,000 units at the Town Center be managed? Any of these options (including the Town Center plan) will decrease the value of existing homes in Sammamish by making schools and roads more overburdened. We cannot get off this Plateau in an emergency as it is. All of these plans make Sammamish a less desirable place to live.

All of this does add capacity for more cars so it is not a good use of money or time. You are enhancing a corridor that needs more capacity for a growing city.

Focus on the pipeline trail for bikes and pedestrians instead maybe?

Would love two lanes like the rest of the plateau. Driving behind drivers going under the speed limit is frustrated on that part of 228th

Please hire whoever is/was planting all the new plants along 202 in Redmond if you do any of the options involving plants. If we are truly a Bee City we should have plants along the roadways that actually support pollinators instead of the dirt and bushes Sammamish currently has in our medians. Another option is to hire whoever planted Issaquah's intersections.



This is a big expense. Are these enhancements really needed now?

Really don't like that all options include a roundabout. Safety improvements are vital such as lighted crosswalk and sidewalks. And the south end of your study corridor, there's a real problem with drivers pulling into middle lane and just coming over into traffic regardless if it's safe to do so or not. It's especially troublesome coming out of the cimaron (sp?) when Smith elementary lets out to go south on 228th right before NE 12th. Very much a bottle neck there with the merge lane as it's not a true middle lane. Seems ripe for traffic dangers/problems.

Roundabouts are the worst. Nonstop honking right in front of my house! Terrible.

Open side walk for allowing local residents can walk or bike. However the cost should be under control.

We don't want or need roundabouts on any major roads. Please do not do this.

The length of time and the cost of all three possibilities are absurd. I also wonder about the disruption for travel for the 4+ years that this is happening. Has there been any thought to making it two lanes in both directions like the rest of the street after the shopping center. Lowering the speed limit to 35 and adding all those round abouts would be overkill. Unfortunately, I have to drive on this road on a daily basis, so I am forced to use whatever happens.

With the amount of traffic during peak hours on 202 and Sahalee way, adding a round about at their intersection may not be ideal. But of course WSDOT and the city may know better.!

More roundabouts are the answer - they keep traffic flowing while ensuring speed is reduced/maintained.

If you decide to take on such a major project as Alternative C, it would not make sense unless you are expanding the road to 2 lanes in each direction, and putting power lines underground. Need to develop a bike path to get riders to East Lake Sammamish Trail without having to travel on Shahlee, or Hwy 202 so they can get to Mass Transit if you want to reduce car traffic. Sahalee will never be safe for bike riders, don't waste money on such an effort.

None of these issues will fix our traffic problem. In fact, it may make it worse! We need more lanes on and off the plateau. We cannot add more density development before this is addressed! Stop ruining our city!!

DONT DO C PLEASEEEEEEE ILL KILL MYSELF

Seems a miss to not address or attempt anything regarding increasing vehicle capacity (lanes?) along this road. As a main road in/out of Sammamish and functionally one that is least likely for people to use biking (due to connection to 202, the lake road alternative) all of these options don't really seem to address a real need, and are a waste of money without a solid background on why this is what the community wants there.



If we put in a roundabout at the intersection of 202 (Redmond Fall-City road) and Sahalee, can we consider one at Sahalee and 37th?

Please no need to have roundabout on every intersection, people still perform full stop before entering even if the roundabout is empty which means extensively slow down the traffic

"Roundabout will impact on the flow of the corridor as well as the property of the houses nearby the intersection.

I strongly recommend reconsider traffic lights over roundabouts."

"V O T I N G CHANGES OUTCOMES!

And hopefully votes this Council out!

The City Council of Sammamish is continuing to waste our money by burdening its residents with escalating cost for the Developer dreams of creating a city center citizens don't want. It will be a dense nightmare for its community, wildlife, roads, schools, E/R services and infrastructure.

A traffic circle isn't going to fix the tremendous incoming traffic issues on 228th, especially adding bikes to the equation. This will increase the amount of bike incidents that already plague ELS, with burdening E/R services.

Curious, with the increased population, and when the Plateau needs to evacuate due to fires, earthquake or like disasters, what is the evacuation plan for our ""new"" city?"

Keep the price down!

I strongly oppose a speed decrease

Option C would cause a lot of traffic problems. Please don't do it!

None of these help.

I prefer traffic lights over round abouts.

I prefer traffic lights over round abouts.

Sidewalks and improved bike lanes

Stop spending money on things we don't need and reduce bringing in more people and traffic to the area. It's frustrating to see our tax money going to town center projects to build lot more community housing making it challenging for schools ,traffic and people living here.

All the alternatives suck. Stop building till you have a comprehensive emergency plan in place. We have already achieved the growth goal set, stop being greedy and building and ruining our city.

Super dangerous not to have a sidewalk continuously on the plateau. People walk their children and their dogs on the edge of the road!! More people would walk or bike reducing traffic if there was a way to safely do so.

No roundabouts please!!!!!!

Plan C ought to scrap existing lights with bigger roundabouts, and less small roundabouts. A partnership with next town to include bike lane down toward fall city road or NE 50th would complete the route.

There are WAY too many vehicles for this road, and nowhere near enough people walking or biking to invest in this waste of money. How about making a center lane with directional allowance- in the AM have the center lane join the outbound lane towards Redmond and in the PM have the center lane join the inbound lane into Sammamish. Stop making decisions that DO NOT solve the problem. The road is over capacity. Don't reduce speed or add bike lanes. Even if it encourages 5% more people to bike, the road is still clogged. God help us if we have to all quickly exit the plateau with one lane out... geesh!

More construction equals more traffic!! Need another alternative to exit the plateau or stop growth!

I don't think roundabouts on such a busy road would be any help with the level of traffic.

People don't know how to use roundabouts, please stop putting them in!!

"Focus on traffic. If we don't increase capacity we should not allow any more homes to be built.

Public transportation is not a priority for sound transit and never will be. Focus on traffic capacity"

The sidewalks near NE 37th way must extend to the bus stop on the north side. Right now people must walk through grass and gravel to get to the stop.

Nobody uses sidewalks/bike lanes. Don't waste our tax dollars to support a limited few that use them. Majority of us drive and will continue to do so. Please use the tax for the majority.

"Having separate or protected bike paths and sidewalks is critical. The amount of cars that drive in the bike lane along Inglewood is astounding, and make the bike lane as dangerous as an unmarked shoulder. Managing both tight shoulders with above 30mph speed limits also acts as a barrier to entry for nervous cyclists. Shoulder lanes are not significant improvement on traditional right of way lane sharing.

Sidewalks around the city end at major arterials, requiring pedestrians to walk along the shoulder. Right now pedestrians and runners on 37th need to either straddle the road or circumnavigate the golf club as it's closed to nonmembers/residents.

Please help make the city more accessible and safe for non motorists!"

There need to be better ways to cycle to and from the plateau.

"Adding more lights / electrical systems increase the need for funding / long term repair / maintenance. What are the repair needs during / after storms?

Considering budget issues; long term power needs and maintenance should be a top consideration.

Priorities

Safety for walkers / cyclists (protection from cars)

Connection to Redmond and King County trails

Cost

Traffic flow

Easy wins first

Our community is growing, lots of tough decisions."

Please make 22th Ave multi lane whenever possible, specially towards north.

Overspending and budget deficits are leading to increasing taxes on residents of Sammamish every year, with several more potentially on the way. Potential utility tax and property tax increases will put a significant strain on Sammamish residents, some of which will not be able to afford and will require relocating. This situation is counter to what Sammamish officials state is a priority, providing affordable housing. Sammamish capital is the taxpayers, of which you are the custodian, please consider how you appropriate those funds diligently, providing value and efficiency to the tax paying residents. Option will get the job done, we don't need all the other bells and whistles at an exorbitant cost.

"You need to widen the road if you are adding high density housing.

While nice to have sidewalks it doesn't seem to address the problem and costs 20-100m. Will that need to then be torn out again to widen the road shortly after for another 100m+?

And installing up to 6 roundabouts seems insane. it is a mess on the current Inglewood / 216th roundabout. How many accidents there per year? Why would we multiply that? How much do

these effect the ability to enter/exit Sammamish in an emergency? How bad is it when you increase population with high density housing?

Save the 20-100m and do something more useful."

None of these options will alleviate the congestion created by 2,000 new home from the Town Center project. And I believe people are starting to wake up to the reality 4,000 will ultimately be created.

I feel Alternative C is the best long-term solution. With the Light rail station less than 10 minutes away, we must improve the 228th / Sahalee Way Corridor as much as possible. Traffic will only increase in this corridor and prices will only continue to go up. With more people using this corridor to access light rail, the multi modal aspect is crucial.

There are only two ways out of Sammamish. More roadway capacity is needed.

Make Sahalee way 2 car lanes each way just like 228th is from NE 8th down to Pine Lake. Put a passing lane coming up Sahalee from the highway. Do NOT waste a lot of money on bike lanes that very FEW people use now or will use in the future!!!!!! You are NOT going to convince a lot of people to ride bikes more just because you put in bike lanes! Stop wasting so much money on bike lanes just because biking activists make a lot of noise! Live in the real world where most people want to drive their own cars. Like all of you probably do every day.

Too much money for any of the projects

I would prefer to do nothing on the stretch of roadway

Because I rarely drive there I wanted to learn what the current problem was before answering the survey.

I understand the need for crossings for people who take public transit. I do not think we need sidewalks on Sahalee/228th. If people want to walk for exercise, they should be walking in their neighborhoods, not on a busy street. I live on NE 28th Place. I like the idea of a roundabout at 28th/223rd but not sure there is room for one. I do have to wait to get out of my subdivision most times I'm turning north onto Sahalee but it's rarely a long wait.

"DONT DONT DO IT. TOO EXPENSIVE AND YOUR IDEAS ARE STUPID

HUGE BOTTLENECK AT THE END OF THIS ROAD

DUMB DUMB DUMB"

Only alternative C seems worth the \$20+ million investment...doing the others is just kicking the can down the road and it will only get more expensive.

Lower speed limit preferred. Narrower roadway preferred (loss of shoulder) as speeding is common on many of the 35mph roads that have wide shoulders in the area.

Sammamish has really poor support for cycling. One cannot ride safely through the core of the plateau, near Safeway. There are no bike lanes at all, which is completely baffling (read idiotic) near Eastlake HS.

alternative C is just too much in terms of cost and roundabouts and time to implement.  
Alternative B is a nice blend of improvements and cost and time to implement

We need to consider how we could handle natural disasters like wild fires and earthquakes.

Please stop spending money on consulting and focus on the concern of citizens. We are primarily a vehicle community. Make driving easier. This is going to cost millions, create years of construction delays and offer no improvement for drivers. Put crosswalks in, but leave the rest of the road unchanged or use turn lanes instead of roundabouts.

Turn lanes or a slow lane for the steepest areas, with bike lanes

Nothing needs to be changed.

We need street lights.

"This road needs to be more efficient for the have traffic going through. People drive down sahalee at a crawl as it is.

Lowering the speed limit would be insane"

Costco is important in these times

There MUST be more roadways to get off the plateau. I believe it is very unsafe the way things are and we must have more driving routes in case of an emergency. Right now, when just one roadway is even partially blocked it causes traffic and significant delays all over town. The neighborhood routes should be opened (NE 20th St, NE 51st St, NE 42nd St., etc.).

All are too expensive. Please maintain the 45 mph speed.

Too many roundabouts is a waste of money it will just bog down traffic decreasing speed limit and having speed cameras or strict enforcement would be the biggest improvement plus those crosswalks with flashing lights are great also people are traveling at 60 mph from fire station all the way down sahalee and there is never any speed enforcement also have pse or whoever is responsible and have the trees trimmed back on west side of sahalee that are all intertwined with wires and cables instead of just doing it after storm damage see you at the meeting

There are A LOT of pedestrian gotchas in the section from NE 8th to NE 14th on the east side. Just adding sidewalk connection along the roadway on the east side would improve pedestrian

safety and decrease kids on bikes risking the crossing to the west side at the T intersection between the two, not to mention transit users walking on the verge to get from the north bound bus to the east side of 228th at that same pedestrian crossing light at the T intersection. Why bundle this basic safeguard ONLY on option C? this seems shortsighted and feels like a false choice being bundled in this way. We live really close to NE 8th as the car drives, and would absolutely be taking cars off the road if this route was more accessible via walking and ebike or scooter.

The intersection of Sahalee and 202 should never be changed to a roundabout. Absolutely crazy on a highway!

Improving sidewalks would be good. No turnabouts within city limits on that stretch of road please.

Improvement at 28th/223rd affects our daily travel the most. looking forward to any improvement on left turn onto north bound Sahalee way.

"The city is adding significant amounts of new traffic with the absurd plan for Town Center and most people who are aware of this sketchy developer based plan are incredulous to think the city is subsidizing a developer to construct a 15 story building with more housing in addition to this silly skyscraper.

Who are all the investors in the town center development? Why are we the only city in the region that asked for more requirements to build housing for thousands of more people, cars, trucks and no real traffic volume addition? Flow control is a joke and these are not real alternatives. The city council is in the pocket of development."

Please don't waste taxpayers' money and use the money for more meaningful projects.

Only the most hardened cyclists will use a bike lane running along a 35/45 MPH roadway and even then it's not enjoyable or particularly safe feeling. A separate shared use path will increase safety and usage as more folks would feel comfortable riding it or letting their kids ride it.

We live off of 25th Ave NE and frequently drive both north and south on this section of 228th. I see very few pedestrians on this section of 228th, but when I do, it's usually on the one or two blocks just north of NE 8th St. I almost never see bicyclists anywhere on this stretch of 228th. Although I feel that the road needs improvement to better accommodate vehicle traffic, I don't think there is enough need to justify the expense of adding bike lanes or sidewalks where they don't already exist.

Leave Sahalee the way it is. Stop overdevelopment of Sammamish with the limited infrastructure. Stop degrading quality of life in Sammamish in support of ideology of dense development. Stop making tax payers pay for the profits of Town center developer.

I support a long-term vision for Sammamish that makes us a truly pedestrian and bicycle friendly community. A separated multi-use trail will be key for getting us out of our cars and



walking or cycling to run errands and recreating at home. So many of us live within a mile or two of restaurants, schools and shopping, and with the affordability of e-Bikes, we can transform mobility within our city, improving liability and property values.

Do not build the city center on that road. Widen the road for cars, NOT BIKES

Do not increase users with more residential units

Bus turnouts are the investment that will have the best impact on traffic flow. More crosswalks will help with safety. Do those two things first and let's see what the results are before ridiculous amounts of money are spent.

I commute via Sahalee way on a daily basis and admit I don't see walkers on the road and very few bikers. It is a busy road, that is 90% single traffic which is difficult when there is construction, an accident or a slow moving vehicle, which in my opinion makes it riskier for pedestrians. I am all for improving transit access and roadway safety, especially for children getting off the school bus. More cross walks would be extremely beneficial from that perspective.

put the damn power line underground, at least some of it. dont waste our tax payers fking money

I don't think any of these options are necessary. Only thing necessary is additional motor vehicle lanes.

Roundabouts may cost more initially but they are definitely a better long term solution than traffic signals. Go roundabouts!!

None of these options solve the issue. If changes are eventually made to address the root problem, all of this work will have to be undone, making it a costly waste of resources.

All of the options are a waste of money. Only adding more lanes would be beneficial to the community.

Traffic control at 28th place and 228th is needed. Dangerous turning onto 228th with people driving 45mph. Expanded sidewalk is a good idea.

This is absurd. please stop wasting taxpayer money on these million dollar studies that do little to improve the actual roads.

Prioritize traffic flow for cars (motorized vehicles)

They all suck and will slow down traffic even more

Love to see the speed limit go down to 35-40

This is a major path to get up to Redmond. I avoid this route for biking because Redmond Way isn't great for biking, so I bike up Eastlake Sammamish instead. This is the fastest driving route

for me, already has too much traffic, and seems to be getting worse with construction. If we want to make this route better for non-drivers, we need a much larger driving investment for alternative routes.

This seems like an unnecessary and poor use of tax funds for minimal community benefit

People living in Sammamish have to drive or bike to other cities. Very a few people would walk on Sahalee Way

Roundabouts keep traffic flowing. Lights and stop junctions don't

Go with the most cost effective option A

Please do NOT lower the speed to 35MPH. Please.

"No roundabouts. Bikes should not be on Sahalee Way due to the danger bicyclists post to motorists and to themselves on such a busy road.

We do need to fix transit stop improvements. Having been a bus commuter for eight years, I am aware of the problems.

How does the City plan to pay for this since it has no money? Did the City pay close to 100k for these traffic studies?"

I don't want any of these alternatives. They are madness—we need Option D which adds two more lanes to Sahalee Way. I don't supporting spending another dime, let alone \$23+M on any other option or feature.

NO BIKE lanes on main roads. Bikers do not follow them.

Don't reduce the speed limit

Volume of traffic on Sahalee way has increased significantly. In order to encourage use of alternative transportation including public transit, it is essential that people who walk or bike are kept safe from cars. Protected bike lanes with a medium with trees & plants is the best way to do this and in the long run will encourage residents to try biking, walking and public transit. In addition, the city should build more covered bus shelters and work in collaboration with public transit to increase frequency of bus service.

Don't waste our money on stuff rarely if at all used such as sidewalks for proposed area's, shoulder can and does suffice for that.

Why trying to make already jammed traffic even worse?

Traffic light for 28th/233rd intersection

I hope the new traffic circle protect the existing homes on that corner.

Please make safe bike lanes a priority!

none of these seem to improve traffic flow on this main corridor. and i highly question WSDOT's idea of putting a roundabout at 202 and Sahalee Way

"I would love to be able to ride my e-bike to parks and friends' houses along the corridor.

I've driven down the corridor before at night and it was really difficult to see an e-bike rider.

I'm also hopeful that commuters like my husband will ride their bikes to the light rail at Marymoor if the bike lanes are constructed."

If curb extensions break up the bike lane, that would render the bike lane ineffective by forcing bike traffic back into the car traffic at crossings.

All 3 plans are not realistic due to geo features and the cost. Please stop wasting Sammamish resident's money on another consulting services that add no value!

We don't need bike and pedestrian lanes added with out the 202 having the same. That's a 55 mph hwy and no benefit to walking or biking to it. Take transit or drive. Also there is a shoulder if a cyclist needs to use it. Round a bouts just slow down traffic and a lot of Sammamish residents have trouble driving as it is.

I typically don't use this corridor to get to 202. I use 244th or E Lake Sammamish. We have lived on 248th for 20 years and have noticed a definite increase in traffic along 248th between Beaver Lake park and SE 8th. What I am saying is that traffic on one part of the plateau affects traffic on another part.

Increase the capacity to avoid congestion is most important.

"Adding protected bike lanes along that corridor would be nice, though as a cyclist, there are other options to avoid this particular busy road if I'm traveling that direction. It's always going to be a busy road, so I prefer taking neighborhood roads that go the same rough direction. The real problem as a cyclist is that the only way to get on and off the plateau is up very steep hills. The biggest change that would help cyclists would be to add a switch-backed cycle path from East Lake Sammamish Rd / Trail so that you can get up to the plateau without an ebike or being an Olympian. As it is, I can't really cycle from my house in Timberline. I can't get back up the hills to get home.

I'd love my kids to be able to cycle to Inglewood or Eastlake but there are just too many hills. Cyclists really need protected switchbacked options up and down the steeper hills. As it is, even if you build these bike lanes, I don't think any of my kids are athletic enough to use them. They'll benefit a very small number of middle-aged men.

The biggest problem for me as a resident is traffic backing up on Sahalee Way behind the 202 traffic light. You really need to add an additional downhill lane there with a merge lane on 202 or

something like that. This is way more important to me than being able to cycle on Sahalee Way."

please, do not create a round-about from Sahalee Way to 202. That would be a real headache, I think. Also no other roundabouts on Sahalee Way/2298th

We need to bite the bullet and open the other ways off the plateau. Also pay what is needed to reinforce the road and add a third lane down the hill to Redmond. Morning it's for two lanes down hill. Afternoons it's two lanes up hill to Sammamish.

A round about or flyover at the 202/Sahalee intersection would be helpful

"all 3 options propose adding a roundabout at the NE 28th Pl. I use this exit to Sahalee for the last 23 years for public transit, motor vehicle. The main problems here are:

(1) vehicle left turns exiting from Heritage Hills heading North due to middle lane in this direction explicitly marked for turns to entrance on 223rd Ave NE only

(2) crossing pedestrians from Heritage hills to the bus station on opposite side on a very wide section of Sahalee

(3) pedestrians from the smaller home complex on 223rd street crossing into Heritage Hills to use the community park/sidewalks/trails for walks (again on a very wide section of Sahalee)

Adding roundabout will not solve the pedestrian crossing issues, will actually make it less safe due to drivers coming round rather than straight at these crossing points

The roundabout is, I think, likely to make the use of the bus stop more difficult, when Sahalee traffic is backlogs at this intersection and having a bus stop in same location (as shown on the maps)

In early morning commute the traffic is backlogged at this intersection on Sahalee, but rarely are there more than 3 or 4 cars waiting to join in from 228 Pl or 223rd place. Drivers are usually polite and leave room for the cars to join in traffic, and the main effect of the roundabout will be to slow traffic throughout the entire day for the purpose of optimizing a few morning hours for a few cars

Alternatives that will work better on the 228th Pl/223rd intersection:

(1) for vehicles, make the existing middle lane/holding lane a little longer and bi-directional both North and South of this intersection.

(2) for pedestrians, add a RRFB to support crossing to bus stations / across Sahalee. I see these added in all other places where there is a bus stop, except 228th pl which is a large community and from my experience, has frequent riders including some in wheelchairs

I like the shared0used path or sidewalk extension to Evans Creek trailhead. I will use it as it will give me a safe way to access the trails, also to get off the bus and walk a longer distance on a better maintained path

All options include a sidewalk+planters for a short distance close to 217th. If this were to be extended all the way to Evans Creek Trailhead it will help better connect the communities not only to bus station but also nature trails

Option C with 6 roundabouts out of which 5 between where I live and Safeway is just ridiculous for a 5 min driving distance not to mention very costly. I wonder if all these were added in places of entry into various communities, in which a similar middle/holding lane will allow traffic to be more fluid most of the hours of the day"

Slowing speed limits and round about would have a high cost to traffic flow, for ing more traffic to E. Lake Sammamish which is something I'd rather not see for environmental reasons (I live no where near the lake, so not a person issue). Love the bike lanes idea, or shared us path away from the edge of the street.

The shared use north of 25th should be part of B

Alternative C has too many roundabouts which will make 228 more congested

Roundabouts are ridiculous and not efficient unless all volume is equal. That's never the case.

I think option B is mostly best for our family, but would like a shared use path instead of a sidewalk north of 25th/28th st.

Don't spend millions on useless upgrades. I am going to vote down any official who votes for this spending of tax payer dollars.

Needs to add 2 car lanes.

These are all way too expensive and so nothing to actually widen the road or choke points..what is going on?? 20-100 million and this was the best you could do??

Our only arterial is already overburdened and congested. Adding more uses seems likely to endanger walkers, bikers and drivers alike with more distractions. The town center project is a nightmare. Does the council actually drive these roads?

opposed to roundabouts

We should only worry about improvements for cars, not pedestrians or buses. Do the most good for the vast majority, which are cars only.

Thank you for putting it together! Block out all the noise for people asking for more lanes. Clearly it's not possible with geographical restrictions!

"Virtually impossible to choose the options without any supporting data about any volumes of vehicles, pedestrian, bikers, etc.

The City has done these citizens surveys before without any noticeable difference in traffic flows. Here we go once again.

The use of "smart" traffic signals on 228/Sahalee that would measure traffic flows and adjust signals accordingly, would be a relatively easy, faster fix to much of the flow problems."

This city management team is so bad! We have a busy traffic in Sammamish, more corridors only help to make it going to be crazy. You guys just want need more money and make people feel bad.

Need sidewalks and crosswalks on Inglewood Hill Road that connect to existing sidewalks (at least).

No roundabouts.

I think going with protected bike lanes is very important. Shoulder does not add any protection and me as a bicycle user will still be using shared path even in Alternative B. However alternative C timelines are much further out and quite expensive, so Alternative B seems to be a good middle ground. I think option B + wider path which is marked for both bicycle and pedestrians would represent a nicer middle ground, so please consider it. I do not think reducing speed limit in this case is actually required since both pedestrians and bicycle users will be protected from the traffic.

"We need more lanes to handle growth.

We need more transit more times a day.

slowing traffic compounds the problems we have all ready."

"DO NOT PUT A ROUNDABOUT ON 202 @ Sahalee. Left turns on 202 between 236 Ave NE and Sahalee are hard enough but at least the traffic signals give us a pulse to use. A left turn from Evans Creek at 202 or the Montessori school at 218th Ave NE will now be impossible at certain times of day. And even though a roundabout is better for flow, this one will be too big with 2 lanes coming in from 3 ""sides"" to be effective. The roundabout ""freeze"" I see in driver's will back up Sahalee because 202 drivers will be dominant. The 2 lanes entering a roundabout doesn't work well at 196th Ave NE and Union Hill Rd in Redmond. Since 244th Ave NE was opened to SE 8th St, the volume of traffic has at least doubled on that stretch. And another planning mistake was to allow developers to put too many houses/townhomes/apartments on small lots. This increased the population to where your roads can't handle it.

Improve what you have with crosswalks and center lanes for left turns. Also consider bus turnouts since they seem to block traffic when they stop."



We need more lanes, safer crossing/walking/biking. My husband bikes to work and I am anxious about him on that road. It is not safe.

People DO NOT walk on Sahalee....Do not out in sidewalks.....Waste of money

The time and cost of repairs are too high—it's exhausting and costly, and it disrupts everyone's daily travel.

"The ONLY thing I care about is fixing the crumbling road going down the hill between Sahalee and the Gray Barn. It is a MAJOR safety hazard. I can't even think about other improvements until that is addressed.

PS: The best thing about the stretch of road is the speed limit. Don't mess with that!"

Please don't waste our money on these proposals that will not solve any problems. Real solution is for the city to work with it's neighbors and King county to make this road four-lanes road all the way. There is minimal public transit to be accommodated and I have never seen bikers or pedestrians in the north part of that road. Better make corridors for bikers to ELSP and only bus stop turnouts on this road so they don't block the traffic.

Adding stops will slow the traffic and cause further delays which is even worse that what it is now

"Bad proposals....go back to the table!

Speed limit needs to be lowered in any proposal as current turn lane out of Sahalee is dangerous with current speed and blind spots if oncoming traffic. These sound like they came from people who don't regularly use this road and need to get safely in an out of communities along that road!"

We need to keep and improve walking availability with intersections thinking about pedestrians first

See light rail comment above.

I think kids going to school on motorized scooters should be discouraged !!! They weave through traffic and are extremely dangerous.

None of these alternatives are great in helping curb the traffic issues already existent. I can not believe the amount of money that's been spent on this vs actual widening of road not even being considered!

We need more capacity for vehicles. With growth, this corridor is undersized.

Please focus on getting cars in and out of Sammamish.

Sammamish is dangerous for walkers and cyclists resulting in more cars.

I strongly oppose the roundabouts, especially at 228th.

Go look at your facebook page please

None of the above, there are much better options for the money not presented here. All these plans make this committee traffic chokepoint worse than it already is for cars, opening the gates would be free and could give additional options off the Plateau. Riding a bike on Sahalee way to commute to Redmond even with a bike lane is not optimal because bikes can get past the locked gates option and would have a shorter and safer residential option that way. Feels like a deadly idea to route new bike traffic into 202 before that instead of making shorter path residential bike paths more well known and better. For vehicle traffic, adding a climbing lane for buses and trucks going up Sahalee way would improve traffic significantly. Fixing safety and water drainage issues at the intersection of Sahalee 202 and grey barn could save lives and reduce accidents.

Long-term construction projects can indeed cause inconvenience to daily life, especially when it comes to traffic and commuting.

If transit is to increase, you must install turnout areas so busses do to impede traffic. Realistically most people will continue to use cars and motor vehicles as primary transport, Busses are too infrequent to make an impact and few people will walk/cycle due to geography and weather. This stretch of roadway should mirror the south end/228th with additional lanes, as it is a continuation of our main thoroughfare.

Prioritize cars. Add more lanes. Nothing else matters!

First, city should stop approving every new home constructions. Sammamish is already over populated. Start distributing the population first and entirety of this plan \$23b will be saved!!!!

How do any of these improvements help the flow of traffic? They seem to actually further impede the traffic. What is the goal or objective behind any of these options? Mobility is mentioned, but it doesn't appear to refer to mobility of traffic.

None of these options allow for additional traffic to move through Sahalee. This is a bedroom community. Fix the transportation issues before continuing growth.

None of the alternatives increase the capacity of motor vehicles to SR 202.

An option without roundabouts is needed- I do not support any of these options. If \*ALL\* roundabouts were removed from option C, I would strongly support it. As this survey did not allow me to submit my comments without ranking the provided options, I ranked C last due purely to the amount of round abouts.

Do not support lower speed limits. Roadways are to move traffic on and off the plateau not to constrict traffic.

I don't like the use of roundabouts in some of those locations. I worry it will cause standstill certain times of the day like the roundabout on Inglewood Hill Rd and 223rd Ave NE.

I think C is the better outcome, the bike lanes are good for drivers as well as cyclists, but the reduced speed limit feels strange to include given all the other safety improvements.

I oppose curb extensions and roundabouts.

A roundabout outside the Sahalee East gate is something I strongly oppose.

We really need something done where the crest and heritage hills have exits across from each other. We need 35 mph speed limit round about and a way to cross safely for mass transit.

I do not support multiple roundabouts on 228th. It makes sense to add a turning lane into Sahalee and a roundabout at NE 28th

Please do not add sidewalks and other concrete berms before widening this road. The widening will be necessary with all the homes and condos that are slated for the city center. Adding these fixtures before widening the road is a waste of our tax dollars. Widening the road should be included in the cost of the development so that the roads are paid for by the new developers similar to how Microsoft paid for 520 exits in Redmond and 190 exits in the Issaquah Highlands. 228th is already a congested safety hazard when trying to get on and off the plateau in peak hours or an emergency (such as the bomb cyclone). Conducting surveys such as this and the one that included the bike trail along East Lake Sammamish Parkway as "relieving traffic" is ridiculous. We do not have the public transportation infrastructure to provide viable alternates to cars in our city. Please remember this when deciding to add sidewalks and bike lanes over widening roads and improving infrastructure so that we do not have a catastrophe due to lack of egress in future emergencies.

Please think about 20 years in the future - just widen the whole thing now to 4 lanes.

If the city is in a financial crisis, they should look at ways to cut down on spending (look for the cheapest alternative that gives the most benefit and cut the rest, I bet some of alternative A could be cut without sacrificing much "improvement")

Bus service is so sparse in this area it seems wasteful to prioritize mass transit accessibility here. I rarely see pedestrians on that stretch, but potentially because it would be dangerous with traffic. The roundabout at 28/223 would be much appreciated. (But option C is way too many roundabouts).

Only thing missing is a bike/walk path to Redmond fall city road, and bike path along fall city road to new transit center in Redmond

I strongly dislike HAWK signals as they are confusing for many drivers and lead to right of way confusion between pedestrians & drivers

More capacity on/off the plateau is necessary, especially when other routes are blocked. Bus pullouts would be helpful if extra lanes aren't being added.

Do any of these alternatives impact the current fencing along the perimeter of the Sahalee golf course and housing estates?

Cost seems high. Try to find less expensive options.

All of the alternatives should change the speed limit to 35 mph. The speed limit changes three times until it reaches Issaquah which is ridiculous. If there are no sidewalks then the speed limit should be slower because it is terrifying walking/running/cycling along Sahalee Way (and the south end of 228th as it turns into SE 43rd Way. Crosswalks at all Metro stops would also be a great start to improving safety for pedestrians.

The city has to make it easier to exit from Sahalee neighborhood from both exit gates. I am stuck trying to leave my house for over 5 minutes, even prior to 8am! None of these plans address the issues I have leaving my neighborhood and getting onto 228. Thus is very comparable to a plan put forth 5-10 years ago that didn't pass. Too expensive and not enough benefits.

"We've advocated for a light at NE27th/223rd for some time yet other neighborhoods seem to be getting that when I feel it's needed more here than the others. Vehicle entry/exit at this junction is dangerous with northbound traffic in particular. A roundabout, whilst perhaps slowing traffic will not ease entry onto Sahalee Way at peak times due to sheer volume and with the addition of lights at other junctions May well clog the roundabout altogether.

Pedestrian crossing at this intersection is extremely hazardous. Excessive speeds in both directions makes crossing three lanes an extreme risk at times.

Living close to this intersection I constantly hear horns blaring with people obviously not being patient whither it with a driver or pedestrian. Please take some serious consideration of these points."

I don't see how any of these alternatives will improve traffic flow and reduce congestion and traffic on this road. Reducing speed limits and adding roundabouts that slow traffic further isn't going to help. I often travel straight on 202 past Sahalee Way and it seems with the volumes that a roundabout there could be a disaster. I don't see this corridor as needing significant improvements for transit (why would anyone take transit there, there are no businesses just houses) or for biking (same reasons). I would not choose to pay for ANY of these options.

I'm surprised there's no option with additional capacity for motor vehicles. Backups are less common since covid, but as we continue to add homes, I do expect a need for bus, hov, or additional traffic capacity. Connecting people to the train in Redmond will become a major priority

Please make Sammamish more bike friendly.

Crosswalks are very important as high schoolers use the public transport to go to and from school and home. This will help them with road crossing with less chances of being hit by fast moving vehicles

Anything that slows down traffic is a horrible idea including lowering the speed limit and adding curbs to cause accidents. The curbs in Sammamish just south of NE. 34th PI on 205th PI. NE already cause a significant amount of accidents that have nothing to do with speed. Forget the bike lanes as 99.99% of users are in cars. About one additional car lane, each way for a mile would lessen the impact on the environment and aggressive driving driving than 100 miles of bike lanes. Turn lanes and roundabouts are great as they tend not to slow down traffic as much. Put my significantly high tax dollars to use in the best way to help the vast majority of users, not the extreme minority of users. I see buses with no one on them. Spend the money on capacity not on programs that don't work. All of these options are unacceptable.

We do not need bicycle lanes, we need additional lane for emergency exit out of the plateau

My priority is safety at the intersection of 28th (223rd) and Sahalee Way.

Add more lanes and stop spending money on surveys.

Concerned that roundabouts would increase congestion on 228/Sahalee. Same with lowering the speed limit. Would love to see the data on how many people actually walk or would walk.

I don't see how any of those alternatives improves the flow of traffic. One can only imagine the pure chaos of trying to handle any sort of emergency and increase of traffic due to increase of people living on the plateau, which apparently the city of Sammamish is extremely eager to accomplish! All those given alternatives are a waste of millions of dollars, camouflaged under a blanket of pretty planter boxes. What a nonsense!

None of these actually improve traffic flow along Sahalee Way. What is going to be done to improve the traffic flow through said corridor?

Would be more helpful for us to understand expected value during commute and non commute times. The commute speeds are obviously much lower than your estimated speeds. If you are proposing bike lanes please then agree to maintain them.

Mixed use paths are dangerous and frustrating for cyclists as cross traffic/entering/exiting traffic drives through them without looking. Prefer dedicated bike lanes, adequate shoulder, or taking the lane. I support sidewalks and bike lanes but NOT mixed use paths.

"These are all awful ideas that will do nothing for traffic.

Sammamish is a driving community.

Address that with more lanes, and less town center growth."

I hate all these options - just need more roads for CARS

The city should not move forward with any changes unless adding a travel lane uphill at the very least

Alternative A is least objectionable. Are you factoring in compensating the current value of adjacent homes?

Roundabouts and their feasibility on this densely trafficked route should be reconsidered. As is it's a single lane road , and a roundabout slows down movement a lot. Is there a possibility of reducing the roundabouts from two to one in the planned corridor? That may be an option .

Sahalee way needs to be 4 lanes (2 lane each side) to support future expansions.

Having a one direction bike lane on 228 really doesn't help much. If you want to support commuters it needs to be bi-directionally.

"In my opinion, putting in a roundabout on 28/223rd should be a top priority. Too many people need to cross that street for bus stops. As it is, its completely unsafe.

After that it should be sidewalk/shared use path between 37th and 25<sup>th</sup>.

"This is ridiculous

How many times will you repay this survey?"

Very strongly opposed to the use of a round about at Sahalee Way and 202. I cannot stress that enough. I also can't rank any of these options with that idea on the table. I also oppose and additional roundabouts on the main thoroughfare of or community.

There needs to be a better way for people to get off the plateau. It gets so backed up so fast

"The roundabouts are a great idea to reduce speeds and keep traffic moving. The roundabouts should have a separate lane to accommodate right turns.

We need crosswalk features with activated flashing lights in the road surface like you see in Redmond."

"Adding any roundabout may slow down the traffic. While not an issue during quiet hours, it may become a real problem on rush hours or bad weather which is my biggest concern.

My personal usage may change to use more neighborhood streets to get from Timberline to downtown Sammamish as it may become faster than using Sahalee Way/228th with added roundabouts.

That might increase traffic in the neighborhood."



Please figure out a way increase the lanes. We can't have all major arteries in and out of the city to be single lane roads. This will be a nightmare if we get hit by an actual disaster. Took us hours to get out of Sammamish during the bomb cyclone. Just imagine what happens if you actually have to evacuate 60,000+ people...

None of these ALTERNATIVES come without the ADDITION of a traffic circle. I 100% OPPOSE ANY TRAFFIC CIRCLES on 228th/Sahalee. This limits traffic and with the expense of these, not a SINGLE one does ANYTHING to improve traffic FLOW and CAPACITY. I HIGHLY OPPOSE EVERY OPTION due to COST and the simple fact these are mostly cosmetic and I have not seen any data supporting the NEED to spend such funds that DO NOTHING to improve VEHICLE CAPACITY.

Getting something in place asap that allows for safer left turns is critical!!

"I believe there was a survey a couple years ago about what to do with Sahalee. It would be nice to see a summary of the outcome of that survey.

Being that access is fairly limited to Sammamish I'm guessing people's usage wouldn't change much however improvements could improve the flow.

Also express transit to Redmond light rail will have an impact"

I'm concerned about the roundabouts and safety for walkers and bicyclists. I find that drivers do NOT look for bikes and pedestrians as carefully as they do at traditional intersections. Yet as a driver I like roundabouts since I don't have to stop.

Additional lanes

Round about on a hill are a terrible idea for winter and large trucks.

Please don't use more tax money.

Please do not make travel times longer it is already very bad in the mornings and afternoons.