



FUNDED PROGRAM AND PROJECT GUIDE

for the

2024-2029 TRANSPORTATION IMPROVEMENT PLAN (2024-2029 TIP)

This guide complements the 2024-2029 TIP and provides detailed information for transportation programs and projects.

Updated 05/30/2023

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REVENUE ASSUMPTIONS FOR THE TIP

The reasonably assumed revenue sources for the transportation capital programs and projects in the 2024-2029 TIP include Traffic Impact Fees (TIF) and Real Estate Excise Tax (REET) funds for a total assumed amount of \$32,300,000.

Traffic Impact Fees (TIF)

The projections for TIF are tied to growth, as the City collects these fees based on land use and number of trips generated. To arrive at a 6-year projection, staff use the traffic impact fee per new trip by land use (i.e. \$14,204.27 for single-family residential and \$8,719.45 for multi-family residential) and multiply it by average assumed growth per year (and then again by six to get the full 6-year plan assumption). Average assumed growth per year is updated each year and takes into account the projects in the permitting pipeline that are in the process of being developed. Projects are considered in the permitting pipeline between the preliminary subdivision review process all the way through final recording of the subdivision. Historically, the number of lots currently under review in active subdivision (more than 9 lots) and short plat applications (less than 9 lots) are utilized to assist with budget forecasting for the traffic impact fee. There are many variables that influence these growth assumptions, including the pace of projects through the review process, external market factors, and impact fee deferral options, but the permitting pipeline is the City’s best estimate based on past performance of projects. This method to determine projected TIF revenue over the 6-year window is the most sensible, even though actual receipt of funds may fluctuate year-to-year. For the 2024-2029 6-year window the growth assumptions are as follows:

Traffic Impacts Fees (TIF)			
	new SFR applications per year, on average		35
	New MFR applications per year, on average		50
	\$/Unit - SFR	\$	14,204
	\$/Unit - MFR	\$	8,719
	Number of Years		6
			\$5,598,732
	Traffic Impacts Fees Available as of 4/3/2023		\$8,659,430
			\$14,258,161
		Rounded	\$14,300,000

Real Estate Excise Tax (REET)

Staff has taken a conservative approach with REET funds and assumed \$3,000,000 per year would be collected and available for TIP funding. This assumption is consistent with past years and supported by averaging the past five years of REET collection and the past 11 years of REET collection as illustrated in the table below.

REET History-Transportation (340 Fund)						
Year	REET		Averages	# of sales	Median	Sales Price
2022	3,748,482.49			887		1,467,500.00
2021	5,049,754.77			1453		1,393,750.00
2020	3,531,797.71		3,894,149.06	2018-2022	1300	1,047,099.00
2019	3,581,753.92			1333		948,036.00
2018	3,558,956.42			1439		948,552.00
2017	3,652,014.68		3,211,833.66	2012-2022	1608	867,865.00
2016	3,293,233.80			1527		770,047.00
2015	2,597,197.93			1378		713,855.00
2014	2,343,068.88			1264		687,921.00
2013	2,320,148.81			1333		629,675.00
2012	1,653,760.83			1128		560,861.00

With this information, the 2024-2029 TIP was created to fit within the revenue constraints identified above and is balanced to the projected revenues. All costs shown for projects and programs are estimates and are largely based on planning level scopes that exclude costs for right-of-way acquisition. The estimates are based on 2023 conditions and assumptions and will change over time. All assumptions should be revisited prior to making budgetary decisions.

CITY WIDE PROGRAMS

TR-C: SIDEWALK GAP & NON-MOTORIZED PROGRAM (PROJECTS <\$350K)

The Sidewalk Gap and Non-motorized Program adds sidewalk and non-motorized facilities within the community to foster connectivity and multi-modal connections. The program focuses on smaller projects such as filling gaps and completing the non-motorized transportation system. Projects within this program are smaller in scale and cost, which allow staff to bundle several projects for efficiency throughout the design and construction phases. The structure of the program, project prioritization, and the lists of projects are described below.

Program Structure

Projects are identified for this program based on requests from the community, staff observation, and transportation planning efforts. Projects qualify for this program if they meet the following criteria:

- The project location is not within the project limits of a larger project on the 2024-2029 TIP (i.e.: a Connection or Corridor Project); and
- The project intent is to provide or enhance pedestrian and/or multi-modal connectivity within the community (typically referred to as “sidewalk gaps”); and
- Estimated project cost is \$350,000 or less.

Project Prioritization

Once a project qualifies for the Sidewalk and Non-motorized Program, each project is assigned a priority score utilizing the criteria below. Once a score is assigned, the projects are completed in order beginning with projects that have the highest priority score. The scoring methodology is included on the next page.

PROGRAM SUMMARY

Program Funding: \$200,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: <\$350k

Location of Projects: City-wide

Origin: Comprehensive Plan

Intent: To enhance connectivity within the community by completing adding sidewalks throughout the community.

Program Webpage: Coming soon!

City Goals:

Goal T.2 and Policies T.2.1 – T.2.6

Sidewalk Program Criteria				
<i>Each criterion is highlighted in gray, with descriptions of points within each section.</i>				
Criteria		Point Value		
Pedestrian Trip Generators	1/4 Mile Radius	1/2 Mile Radius	3/4 Mile Radius	1.0 Mile Radius
Schools	20	15	10	5
(If on designated School Walk Route add)	10	10	5	5
Public Park	20	10	5	5
Commercial Area	15	10	5	0
Public Buildings (Library, "Y", City Hall, etc.)	10	5	0	0
Transit Stop / Park and Ride Facility	10	5	0	0
Churches	5	0	0	0
Street Classification (maximum of 20 points)				
Principal Arterial				20
Minor Arterial				15
Collector Arterial				10
Neighborhood Collector*				5
Roadway Characteristics (maximum of 20 points)				
Narrow (0'-4') Shoulders on both sides.				20
Minimum shoulder width (4'+) on only one side.				5
Environmental Considerations (point reductions can vary)				
Wetlands - Class 1				-20
Wetlands - Class 2				-15
Wetlands - Class 3				-10
Stream Crossings				-10
Steep Slopes				-10
Safety Criteria (maximum of 40 points)				
Based on the number of pedestrian / bicycle and vehicular collisions within the last three (3) year period and multiplied by 5 points.				
# of collisions:	Multiply by 5 points		Total Points	
Miscellaneous Criteria				
ROW Required	If yes, -5, or -10 if >5-feet avg width needed			
Missing Link	5			
On TBP Plan	5			
Total Points:				

Sidewalk & Non-motorized Program Project List

ID #	STREET	FROM	TO	LENGTH	COST ESTIMATE ESCALATED FOR 2023	Priority Score	IMPROVEMENTS
14	NE 16th street	211th Place NE	216th Avenue NE	120	\$147,600	60	Sidewalk (no amenity strip) on northside gaps only.
41	SE 24th Street	251st Avenue SE	Beaver Lake Park Lodge Entrance	550	\$346,500	60	Sidewalk, bike lane and storm on south side to complete gap to park driveway entrance.
51	SE 30th Street	228th Avenue SE	224th Avenue SE	1,320	\$198,000	55	Pave gravel path on north side, to improve accessibility.
8	NE 22nd Street	237th Place NE	Christa McAuliffe Elementary	330	\$207,900	30	Sidewalk only on south side.
59	NE 37th Street	205 PL NE	to 300' east (bulb out cul-de-sac)	310	\$232,500	30	Sidewalk and bike shoulder only, keeping with existing.
55	SE 24th Way	East Lake Sammamish Parkway	194th Avenue SE	470	\$352,500	20	Sidewalk gap only on north side.
61	ELSP	Sammamish Landing Parking Lot	4604 ELSP	205	\$129,150	15	Sidewalk only on east side, connecting the x-walk and Sammamish Landing parking lot to residential
62	244th Avenue NE	NE 24th	NE 26th CT	420	\$264,600	15	Requesting sidewalk on west side.
56	NE 22nd Street	228th Avenue SE	229th Avenue NE	380	\$285,000	5	Sidewalk and bike lane on south side only.
58	E Main Street	214th Avenue NE	216th Avenue NE	470	\$352,500	5	Sidewalk, planter strip, and bike shoulder only.
54	East Lake Sammamish Parkway	SE 43rd Way	Peregrine Point Way SE	190	\$391,140	0	Connects to sidewalk at Issaquah's SE 43rdn Way roundabout. Steep Wall needs to be rebuilt.

TR-D: INTERSECTION & SAFETY IMPROVEMENTS

This program is intended to allocate budget for small projects that aim to proactively improve road safety to all modes of transportation on public roads. The projects within this program are identified based on safety issues identified by City staff or communicated by community members.

Projects within this program often begin with community members requesting safety improvements by utilizing the City’s request portal, [MySammamish](#). City staff conduct preliminary analysis to determine if a capital improvement is needed. Project scopes are then developed and added to this program. Project costs vary based on scope but are generally less than \$30,000. Larger projects that do not qualify for this program based on scope or cost are considered for inclusion in the Traffic, Safety, and Non-Motorized Project category in the TIP and as described on page 17.

Projects within this program vary depending on the issue identified and the engineering analysis results. Project types may include:

- Adding or refreshing road markings
- Adjusting exiting channelization
- Adding crosswalk RRFBs
- Installing traffic signs
- converting intersection from two-way stop to all-way stop

PROGRAM SUMMARY

Program Funding: \$30,000 for 2024-2029

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: Varies

Location of Projects: City-wide

Origin: Comprehensive Plan

Intent: Proactive measure to improving safety for all modes of transportation on City roads.

Program Webpage: TBD

City Goals:

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability



TR-E: NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Neighborhood Traffic Management Program (NTMP) focus is pedestrian safety and includes projects in neighborhoods that aims to make non-motorized movements safer within the community. The program is a joint effort between the community, the Public Works Department, and the Police Department.

Projects within this program are entirely derived from the community and often begin by community members requesting safety improvements by utilizing the City’s request portal, MySammamish. More information about how requests from the community can turn into a project within program is described on the City’s NTMP webpage (link in the summary box to the right).

An example of an improvement completed under this project is the series of traffic calming measures installed along NE 25th Way and NE 19th Drive, including traffic circles and other safety installations in the right-of-way.

PROGRAM SUMMARY

Program Funding: \$70,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: Varies

Location of Projects: Varies

Origin: Comprehensive Plan

Intent: To make non-motorized movement safer in residential neighborhoods

Program Webpage:

<https://www.sammamish.us/government/public-works/traffic-engineering/ntmp/>

City Goals:

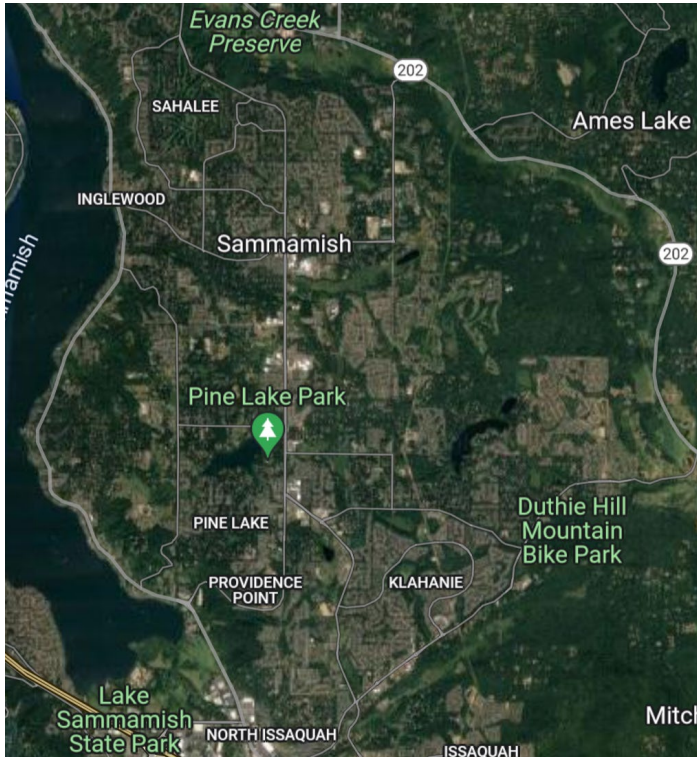
Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety



TR-F: STREET LIGHTING PROGRAM

This program aims to improve safety to all modes of transportation through providing better lighting. Projects that fall under this program are identified through a traffic engineering analysis process that may or may not conclude improved lighting in the area will improve road safety. Projects are coordinated with PSE as needed.



PROGRAM SUMMARY

Program Funding: \$15,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: TBD

Location of Projects: Varies

Origin: Comprehensive Plan

Intent: Improve safety to all modes of transportation through providing better lighting

Program Webpage: N/A

City Goals:

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability

TR-G: SCHOOL ZONE SAFETY IMPROVEMENT PROGRAM

Similar to the Neighborhood Traffic Management Program (NTMP), the focus of the School Zone Safety Improvement Program is pedestrian safety in school zones. The projects in this program aim to make a safer pedestrian environment for students in and around schools. Improvements resulting from this program may include signage, crosswalks, and other installations in the right-of-way.

Projects within this program are derived from the community and often begin by community members or school partners requesting safety improvements by utilizing the City’s request portal, [MySammamish](#).

PROGRAM SUMMARY

Program Funding: \$15,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: TBD

Location of Projects: Within school zones throughout the City.

Origin: Comprehensive Plan

Intent: To make non-motorized movement safer in school zones.

Program Webpage: TBD

City Goals:

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance,



TR-J: INTELLIGENT TRANSPORTATION SYSTEMS PROGRAM

The Intelligent Transportation Systems (ITS) Program implements advanced sensing, control and communication technologies to improve safety, mobility, and traffic management efficiency. The City implemented this program several years ago. The first two phases of the program have been completed and include the installation of fiber along 228th Avenue, an adaptive management system, and 8 traffic cameras. The City's the Traffic Management Center (TMC) was also constructed as part of this program. Completed work is described in further detail in the *Background* section below. Phase 3 is included in the 2024-2029 TIP.

2024-2029 Planned Work (Phase 3)

Currently, the City has 8 traffic cameras connected to the TMC, which allow staff to remotely monitor and control the ITS cameras. Phase 3 of the ITS Program plans to add additional traffic monitoring cameras on all main intersections within Sammamish, with the goal of installing Closed Circuit TV cameras at approximately 40 intersections.

Program Background

Phase 1: The City completed ITS Phase 1 in 2016. The project installed an adaptive traffic signal control system and fiber optic network on 228th Ave from Issaquah Pine Lake Rd to NE 12th Pl.

Phase 2: This phase was completed in 2021 in partnership with King County and the Washington State Department of Transportation (WSDOT). The Sammamish-WSDOT-King County ITS Improvement Project included installing fiber optic communications network along 228th Ave NE - Sahalee Way NE from NE 12th Pl to SR202. The project also installed Adaptive Signal Control Technology (ASCT) for the traffic signals at 228th Ave NE & NE 25th Way and Sahalee Way NE & NE 37th Way. The project provided a communications trunk on SR 202 from Sahalee Way NE to 244th Ave NE.

The project also completed the construction of the TMC at Sammamish City Hall, which enables staff to remotely monitor and control the ITS cameras and inform the community of road and traffic conditions by uploading camera still images onto the City's website. This is ongoing and will be reevaluated over time.

PROGRAM SUMMARY

Program Funding: \$50,000 per year for 2024 and 2025. Unfunded for 2026 – 2029.

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: Varies

Location of Projects: Varies

Origin: Comprehensive Plan

Intent: The program aims to apply advanced technology to improve safety, mobility, and efficiency

Program Webpage:

<https://www.sammamish.us/projects/its-phase-2/> (Phase 3 webpage coming soon)

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability



TR-K(102): ADA BARRIER REMEDIATION PROGRAM

The purpose of this program is to remediate non-ADA compliant facilities within the City of Sammamish Road rights-of-way. The program currently focuses on collector and arterial roads. Retrofits and repairs can include removing and replacing existing concrete curb, concrete sidewalk, curb ramps, asphalt pavement, modification of pedestrian push buttons, roadway striping and adjustment of utilities in the curb and sidewalk.



PROGRAM SUMMARY

Program Funding: \$450,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: Varies

Location of Projects: City-wide

Origin: Comprehensive Plan and Federal ADA requirement

Intent: Remediate non-ADA compliant facilities

Program Webpage:

<https://www.sammamish.us/projects/ada-transition-plan/>

And

<https://www.sammamish.us/our-community/resident-resources/accessibility-requests/>

City Goals:

Goal T.2 Greater Options and Mobility

Goal T.3 Operations, Maintenance,

TR-L(106): STREET RECONSTRUCTION PROGRAM

The purpose of this program is to reconstruct streets/roads where pavement preservation such as an overlay or crack sealing is no longer a viable means of treatment. Typical roads needing reconstruction criteria have a PCI rating below 50 and include severe potholes, heaving, cracking, and tend to have major subsurface issues. Repairs/reconstruction can include major removal and replacement of existing pavement and subgrade, storm water modifications, curb/gutter, and removal of landscaping.



PROGRAM SUMMARY

Program Funding: \$1,000,000 per year

Program Funding Source & Fund: REET, 340 Fund

Project Cost Range: TBD

Location of Projects: City-wide

Origin: Comp Plan

Intent: Ensure the Sammamish road network is kept in good condition.

Program Webpage: TBD

City Goals: Policy T.3.1

TRAFFIC, SAFETY, AND NON-MOTORIZED PROJECTS

TR-54: 228TH AVE / SE 40TH

Improvements to this intersection are needed to address a concurrency failure at 228th Ave SE and SE 40th Street. The scope of this improvement includes the creation of a center turn lane on 228th, modification of the median on SE 40th, widening of the asphalt to the west, south of SE 40th Street, to allow extension of center turn lane on 228th, and the installation of a Continuous Green "T" intersection per WSDOT DM Exhibit 1330-2 (without the traffic signal). The project is anticipated to be complete in 2025.

PROGRAM SUMMARY

Project Funding: \$80,000 in 2024 and \$620,000 in 2025

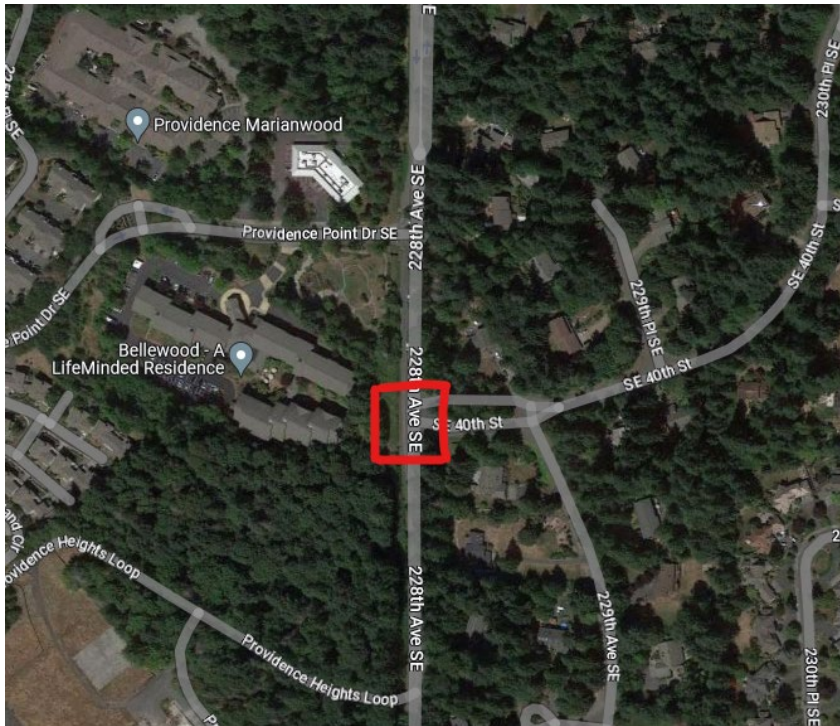
Project Cost Range: \$700,000

Location of Project: Intersection of 228th Ave SE and SE 40th Street

Origin: Concurrency testing

Intent: Resolve a concurrency failure

City Goals: Goal T.1



TR-101/SW-601: LOUIS THOMPSON ROAD TIGHTLINE

The road improvements on Louis Thompson Road from 210th Pl SE to Eastlake Sammamish Parkway NE will upgrade the existing stormwater conveyance, culvert, and ditch systems in the area and alleviate the flooding, erosion, and landslide issues while providing stormwater treatment.

Project also includes sidewalk and bike lane on the north (downhill) side of the road, and minor widening on the south (uphill) side of the road to ensure a 5-ft wide shoulder and associated retaining walls for the widening.

PROGRAM SUMMARY

Project Cost Range: \$8.5 - \$9.5 M

Location of Project: ELSP to 210th PL SE

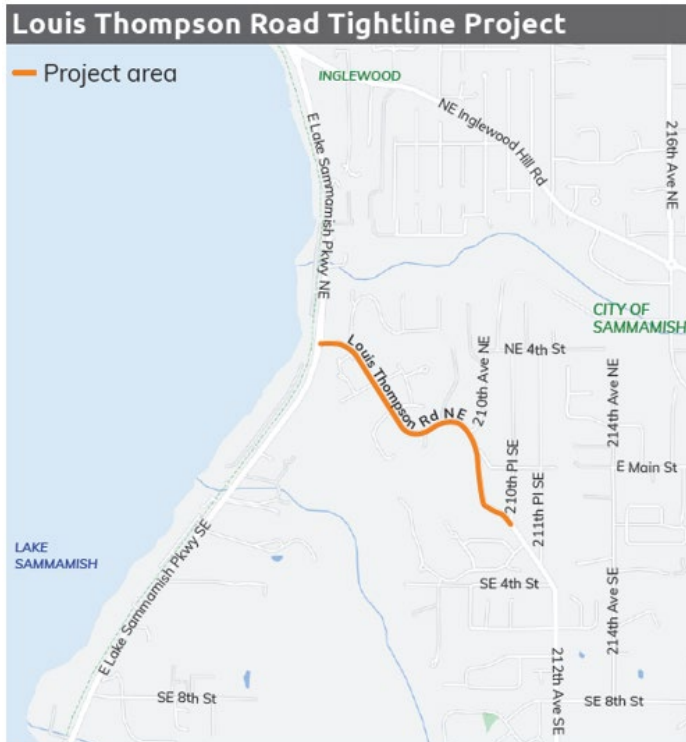
Origin: 2018 Zackuse Basin Plan Priority Project

Intent: Address priority deficiencies documented in basin plan, while also improving non-motorized uses.

City Goals:

Goal EC.2 Protect people, property, and the environment in areas of natural hazards.

Goal T.2 Greater Options and Mobility



TR-63: FLOOD MITIGATION – 212TH AVE SE / SE 14TH PL TO SE 18TH ST

This project analyzes a failing portion of 212th Avenue SE for replacement with either a bridge or new road reconstruction to span the Ebright Creek wetland complex. The objective is to prepare planning level cost estimates for an affective wetland crossing suitable for competitive grant applications to fund engineering design and construction. The objective is to prevent an eventual complete road failure from future flooding or earthquakes.

212th Ave SE is a north/south arterial roadway in Sammamish, currently one of only four north/south arterials for access off the Sammamish Plateau to highways and the neighboring cities of Redmond and Issaquah. Preventing road failure through this disaster mitigation will protect the minor arterial access route for residents, school buses, and EMT/Fire vehicles.

The funding in 2024 will complete a study for the project area to help plan and scope the project for completion in future years.

PROGRAM SUMMARY

Project Funding: \$30,000 in 2024

Project Cost Range: \$12M - \$16M

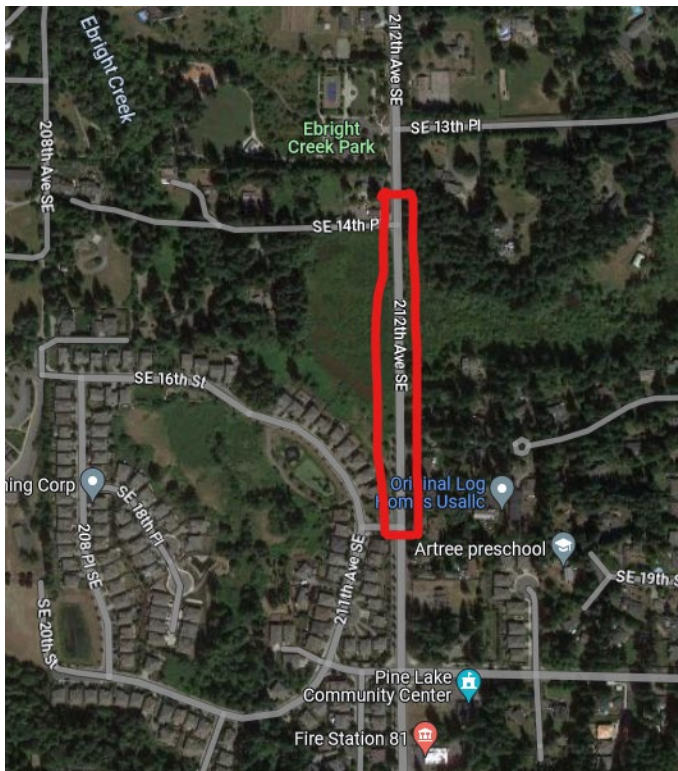
Location of Project: 212th Ave SE from SE 14th Pl to SE 18th Street

Origin: Emergent flooding issues and

Intent: Prevent road failure and resolve a safety issue

City Goals:

Goal T.3 Operations, Maintenance, Management and Safety



TR-100: FLOOD MITIGATION – SE ISSAQUAH-FALL CITY RD: ENDEAVOR ELEMENTARY SCHOOL TO SE DUTHIE HILL RD

This project scope could range anywhere from raising approximately 1,000 ft of the existing roadway above flood elevation to raising and widening the roadway to include three lanes, bike lanes, sidewalk on one side, and intersection safety improvements.

This section of Issaquah Fall City Road runs through the bottom of a 95-acre closed topographic depression. Long duration winter rain events can flood the roadway causing closures lasting from days to weeks. Additional traffic and pedestrian safety improvements are also recommended at the Old Issaquah Fall City Road intersection and Endeavor Elementary School.

The City has received a \$297,000 flood mitigation grant from King County to support project design, scheduled to begin in fall of 2023.

PROGRAM SUMMARY

Project Cost Range: \$4.1 Million to \$7.1 Million

Location of Project: Issaquah Fall City Road, near Endeavor Elementary

Origin: 2016 Klahanie Annexation

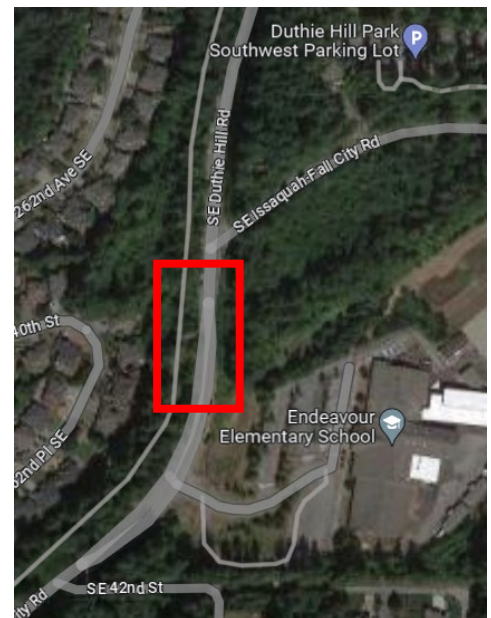
Intent: Mitigate roadway closures by raising the roadway above the 100-year flood elevation.

City Goals:

Goal T.1 Supporting Growth

Goal T.3 Operations, Maintenance, Management and Safety

Goal T.4 Sustainability



TR-55: 242ND AVE NE / NE 8TH ST

This intersection is currently signalized and serves two schools: Inglewood Middle School and Rachel Carson Elementary School. This intersection and the stretch of road along NE8th to the roundabout at 244th is currently very congested and serves over its capacity of traffic in the drop off and pick up school times. The drop off is the worst case as it coincides with AM peak hour of home-work trips.

This project is intended to first conduct a traffic study to identify all mitigation options needed now and, in the future, to accommodate traffic on NE 8th Street.

The next step is to do preliminary engineering design for such recommended mitigations and produce construction cost estimates. The design and estimates will then be used to help plan and budget for the construction.

The \$20,000 in 2024 will allow the City to conduct a study of this segment of the corridor.



PROGRAM SUMMARY

Project Funding: \$20,000 in 2024

Project Cost Range: \$20,000

Location of Projects: NE 8th St. & 242nd Ave NE

Origin: Sammamish Comprehensive Plan 2018

Intent: Identify and implement improvements on NE 8th St. to increase road capacity and improve traffic conditions

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

Goal T.4 Sustainability

CONNECTION PROJECTS

TR-126 (NEW): NORTHEAST CONNECTOR ROAD (INCLUDES 232ND AVE SE EXTENSION)

To support the growth of the Sammamish’s Town Center, new roadway connections are necessary. Each quadrant of the Town Center includes a plan for a new roadway connection to help improve circulation within the Town Center and alleviate some pressure on 228th Ave SE, which is the main arterial through the area.

The project scope for the Northeast Connector Road includes the extension of E Main St from 228th Ave SE east, connecting to Crusader Way to the south. The scope includes full street improvements, including storm water facilities associated with the roadway.

Funding for this project is planned to start in 2027 and will fund design and construction between 2027 and 2029.

PROGRAM SUMMARY

Project Funding: \$1,130,000 (2027), \$4,130,000 (2028), and \$1,380,000 (2029)

Project Cost Range: \$6.5M to \$8.6M

Location of Projects: Northeast quadrant of the Sammamish Town Center

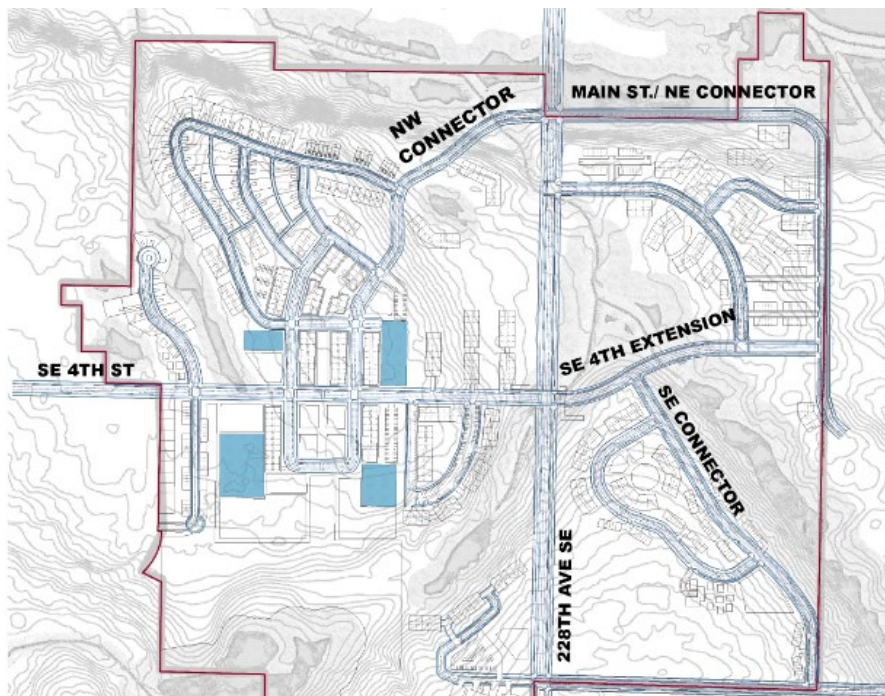
Origin: Sammamish Town Center Subarea Plan

Intent: Support the growth of the Town Center and improve circulation internal to the area

City Goals: T.1 Supporting Growth

Project Webpage:

<https://www.sammamish.us/projects/to-wn-center/>



CORRIDOR PROJECTS

TR-115(05): SAHALEE WAY NE: CITY LIMITS TO 28TH PL / 223RD AVE NE

This project was taken through conceptual design before being placed on hold by Council in 2018. The conceptual design would improve the project to a 3-lane road section with bike lane, curb, gutter and sidewalk primarily on the west side, and wide shoulder on the east side. Bus pullouts and sidewalk for transit stops were also planned to include intersection improvements.

Staff recommends an updated corridor design study based upon the updated Concurrency Traffic Model that will be finished in summer 2023, which will inform the ultimate traffic demand on the entire corridor between NE 12th and the north City Limits and also inform the optimal limits for this project among other phases of the corridor improvement.

PROGRAM SUMMARY

Cost Estimate: \$32,600,000

Location of Project: Ultimate limits and phasing TBD

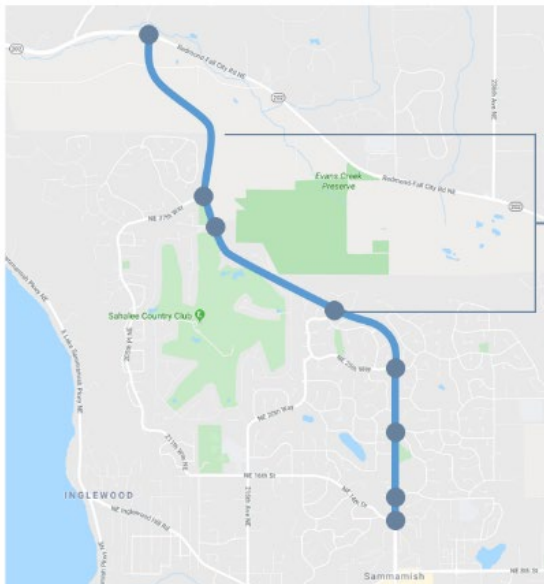
Origin: Comp Plan

Intent: Complete the corridor to meet future traffic demand and non-motorized uses.

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility



City Limit to NE
28thPL/223rd Ave
NE

Sahalee Way Corridor

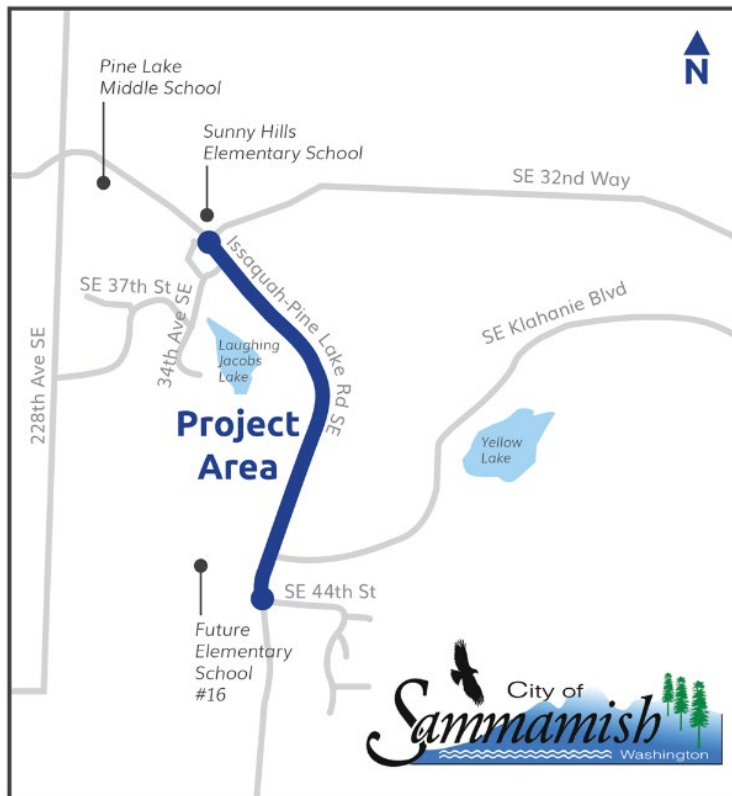
TR-02: ISSAQUAH-PINE LAKE RD: SE 44TH – SE 32ND, PH. 1

This project was placed on hold by Council in 2021 in anticipation of analysis of the BLUMA EIS. Project is eligible to use Traffic Impact Fees.

Project improves Issaquah-Pine Lake Road Southeast from Southeast 32nd Way to Southeast 44th Street (see the map below). Issaquah-Pine Lake Road is a critical corridor for existing and new residential developments, three schools, and commercial areas. The project will aim to improve traffic flow, non-motorized uses, and safety for all users.

The new Cedar Trails Elementary School completed half-street improvements in 2021, so the project limits have been extended to SE 44th to complete that effort.

<https://www.sammamish.us/projects/issaquah-pine-lake-road-widening/>



PROGRAM SUMMARY

Cost Estimate: \$26,700,000

Location of Project: Issaquah-Pine Lake Road between SE 32nd Way and SE 44th Street

Origin: Comp Plan

Intent: Corridor completion and improved intersection control, particularly at SE 32nd.

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

REGIONAL PROJECTS

TR-19: [WSDOT] SR202 / SAHALEE WAY NE INTERSECTION

This project originated in a 2019 WSDOT study of the SR 202 corridor and was funded by the State Legislature at the request of the City of Sammamish.

The study identified a metered roundabout at this intersection as the highest rated mid-term strategy (2025-2045 horizon) to manage traffic congestion. Challenges include that this project is outside city limits and would require coordination and funding partnerships with WSDOT, King County and Redmond.

PROGRAM SUMMARY

Project Cost Range: \$12M

Location of Project: SR 202 intersection (WA State jurisdiction)

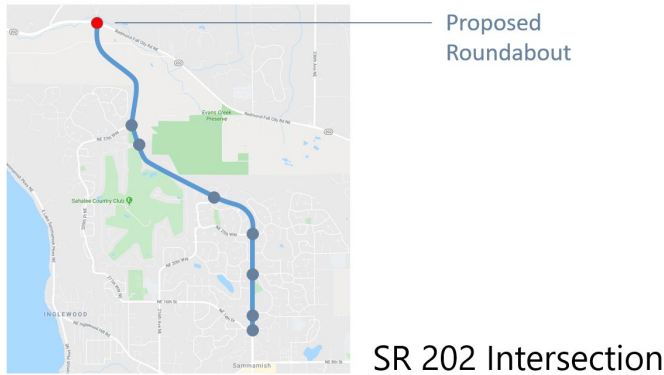
Origin: SR 202 Corridor Study (WSDOT, 2019)

Intent: Manage traffic congestion

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility



TR-27: [ISSAQUAH] IPLR PH. 3 – 48TH TO IFCR

Project is within the jurisdiction of the City of Issaquah; the City of Sammamish’s interest is in accommodating the future traffic demand that serves city residents and in improving capacity of the intersection with Issaquah-Fall City Road.

Project would require partnership or interlocal agreement with Issaquah to improve this length of corridor and match the configuration of the planned Phase 2 widening within Sammamish jurisdiction.

PROGRAM SUMMARY

Project Cost Range:

Location of Project:

Origin: Comp Plan

Intent: Widen corridor to principal arterial standards and match planned Phase 2 widening.

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility



TR-48: [KING COUNTY] SAHALEE WAY – SR202 TO NORTH CITY LIMITS

Project would widen this stretch of the corridor north of the city limit to manage traffic congestion and work in tandem with additional traffic capacity for improvements to the intersection at SR 202 (see TR-19 – SR 202 and Sahalee Way NE Intersection).

Past proposals have included an additional uphill climbing lane to alleviate PM peak traffic into Sammamish or widening to a full 4-lane cross section. The 4-lane option was part of an Alternatives Analysis Report presented at the March 3, 2020 Council meeting. One challenge is traffic patterns may have changed since the time of that analysis due to increased remote work and an update to the analysis is recommended.

The project is outside the City’s jurisdiction and would therefore require agreements with King County and WSDOT.

PROGRAM SUMMARY

Project Cost Range:

Location of Project: Outside city jurisdiction

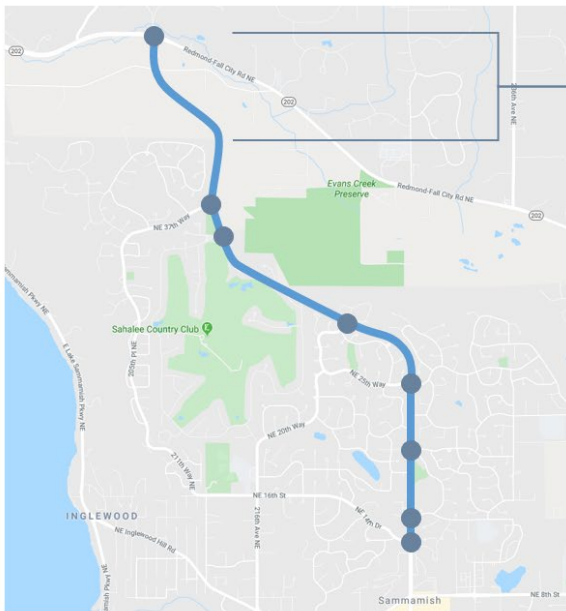
Origin: 2020 Corridor Alternatives Analysis Report

Intent: Manage traffic congestion

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility



SR202 to North City Limit

Sahalee Way Corridor

TR-118: SIGNALIZED PEDESTRIAN CROSSING AT DUTHIE HILL RD AND SE ISSAQUAH-FALL CITY ROAD

This project originates from the King County Comprehensive Plan and is defined as a likely signalized crossing of SE Duthie Hill Road near SE Issaquah-Fall City Road to access Duthie Hill Park and continue the trail to the northeast. The project is adjacent to the City of Sammamish boundaries but is in unincorporated King County near Klahanie.

PROGRAM SUMMARY

Project Cost Range: TBD

Location of Projects: Duthie Hill Road and SE Issaquah-Fall City Road

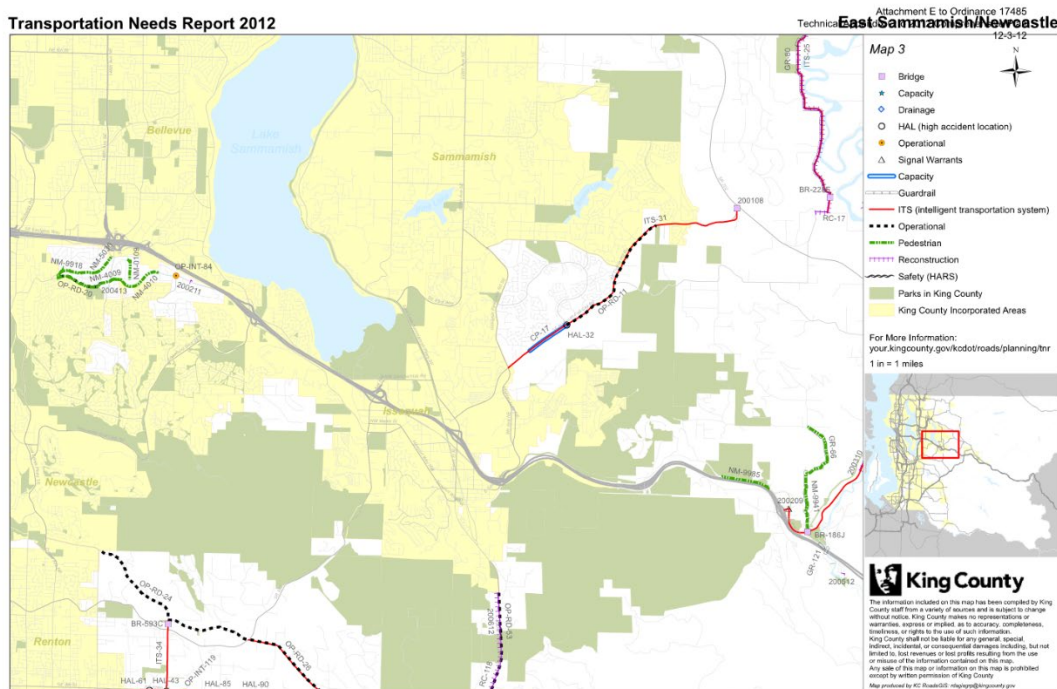
Origin: King County Comprehensive Plan

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

Transportation Needs Report 2012



TR-119: PEDESTRIAN PATHWAY ALONG DUTHIE HILL RD

This project originates from the King County Comprehensive Plan and is defined as a trail at the north entrance of Duthie Hill Park and running as a sidepath on SE Duthie Hill Road right-of-way before crossing at the intersection with Trossachs Blvd SE and continuing north along Trossachs Blvd. The project is adjacent to the City of Sammamish boundaries but is envisioned connecting into the City of Sammamish.

PROGRAM SUMMARY

Project Cost Range: TBD

Location of Projects: Duthie Hill Road and Trossachs Blvd SE

Origin: King County Comprehensive Plan

City Goals:

Goal T.1 Supporting Growth

Goal T.2 Greater Options and Mobility

