soap box derby —
someone’s front wheel
a little wobbly
Introduction

The Transportation Element ensures that the City’s transportation system supports land uses envisioned by the Comprehensive Plan. Current challenges faced by the City include a relatively unconnected street system, limited transit service, and a hilly topography that makes active modes of transportation difficult for many users. These factors combine to create a car-centric transportation system that funnels drivers onto only a few streets (see Figure T–1). In order to address these challenges, goals and policies in this element are intended to promote more efficient use of existing roads, a shift of traffic to other modes, and a shift to other times of day.

The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed and sized appropriately to support the planned densities described in the Land Use Element. Consistent with the Plan’s framework goals and emphasis on sustainability and healthy communities, transportation goals and policies include measures to help reduce air pollution, and promote active transportation.

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system
capacity to serve the land uses that are planned, and to serve them at the level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. This Transportation Element satisfies these requirements.

The Transportation Element Supporting Analysis contains the background data and analysis that provide the foundation for the Transportation Element goals and policies.

**Goals and Policies**

**Goal T.1 Supporting Growth**

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.

Concurrent Policy T.1.1 Maintain a concurrency management system that monitors the impacts of growth and development on the transportation system and ensures that level-of-service standards are met within required timeframes. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

Policy T.1.2 Address non-motorized, pedestrian, and other multimodal types of transportation options in the city’s concurrency program—both in assessment and mitigation of transportation impacts.

*Concurrency* is a land use planning and implementation tool, introduced in the Washington State Growth Management Act (GMA), which is designed to ensure that necessary public facilities and services to support new development are available and adequate (based on adopted level of Service standards) at the time the impacts of new development occur.

**Bike lane on SE 8th Street**
Arterial Corridor Level of Service (LOS)

Policy T.1.3

Arterial capacity is based upon the number and size of travel lanes, turning lanes shoulders and/or bike lanes and sidewalks. Fully improved streets that provide for all modes have a higher capacity than streets that do not. Key arterial corridors are defined according to functional classification. The longer corridors are divided into segments that reflect likely improvement limits and similar operations conditions. The LOS arterial corridors is determined by averaging the forecast traffic volume over the arterial capacity (v/c) ratios of the segments within each corridor. This provides an average LOS for the corridor. This has the effect of tolerating some congestion in a segment or more within a corridor while resulting in the ultimate completion of the corridor improvements. The average v/c of the segments comprising a corridor must be 1.00 or less for the corridor to be considered adequate. All corridors must pass the Corridor LOS standard for the transportation system to be considered adequate. Corridors comprised of just one concurrency segment must have a v/c of 1.0 or less to be considered adequate.

Intersection Level of Service (LOS)

Policy T.1.4

Calculate intersection LOS using standard Highway Capacity Manual analysis procedures for the PM peak hour. The adopted standard is LOS D or E for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or Collector roadways. The LOS for intersections with principal arterials may be reduced to E for intersections that require more than three approach lanes in any direction.

Coordination

Policy T.1.5

Coordinate planning efforts for transportation with adjacent jurisdictions including the City of Issaquah, City of Redmond, and King County through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.
Freight

**Policy T.1.6**  Ensure the freight system meets the needs local distribution.

**Goal T.2**  **Greater Options and Mobility**

Invest in transportation systems that offer greater options, mobility, and access in support of the city’s growth strategy.

**Mobility Options**

**Policy T.2.1**  Increase the proportion of trips made by transportation modes other than driving alone.

**Policy T.2.2**  Integrate transportation systems to make it easy for people to move from one mode or technology to another.

**Policy T.2.3**  Promote the mobility of people and goods through a multi-modal transportation system consistent with regional priorities and VISION 2040.

**Policy T.2.4**  Address the needs of non-driving populations in the development and management of local and regional transportation systems.

**Policy T.2.5**  Site and design transit facilities to enable access for pedestrian and bicycle patrons.

**Policy T.2.6**  Encourage local street connections between existing developments and new developments to provide an efficient network of travel route options for pedestrians, bicycles, autos, and emergency vehicles.

**Policy T.2.7**  Support effective management of regional air, marine and rail transportation capacity and address future capacity needs in cooperation with responsible agencies, affected communities, and users.

Bike parking at Sammamish Highlands

Sammamish youth walking to the bus stop after school
Transportation Demand Management

Policy T.2.8  Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities; including: broadband communication systems, providing for flexible work schedules, public and private transit, vanpool systems, and public transit subsidies.

Policy T.2.9  Support local transportation demand management programs (education and/or local regulations) to reduce the impacts of high traffic generators not addressed by the Washington State Commute Trip Reduction Act including: city offices, recreational facilities, schools, and other high traffic generating uses. The City of Sammamish should serve as a model to the community by voluntarily complying with the requirements of the State Commute Trip Reduction Act, CTR.

Policy T.2.10 Support the reduction of vehicle dependence in the city by supporting “ride share” and on demand car/bike services.

Design

Policy T.2.11  Promote developments that are designed in a way that improves overall mobility and accessibility to and within such development.
Policy T.2.12  Design, construct, operate, and maintain transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users.

Policy T.2.13  Improve local street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

Policy T.2.14  Consider paving materials that are safe for all users (pedestrians, bicycle riders, wheelchairs, etc.) when mixed use of the pavement is expected.

Transit

Policy T.2.15  Work with public and private employer based transit service providers to expand local transit service and connect to adjacent jurisdictions.

Policy T.2.16  Encourage transit oriented development and joint-use park-and-ride facilities.

Policy T.2.17  Park-and-ride facilities should include safe and convenient access for automobiles, buses, pedestrians, and bicycles.

Policy T.2.18  New development and redevelopment in the city should be designed to provide and encourage non-motorized access to transit. The location of bus stops and shelters should be incorporated into a project’s development design.

Policy T.2.19  Adopt road design standards, site-access guidelines, and land use regulations that support transit.

Policy T.2.20  Promote transit services that are dependable, maintain regular schedules with frequent service, and provide an adequate LOS throughout the day, weekends, and holidays.

Policy T.2.21  Encourage a transit system that can serve mixed use centers with frequent, regular transit service.

Policy T.2.22  Encourage public and private employer based transit service that is designed to serve commuting to employment centers and local activity patterns.
Goal T.3  Operations, Maintenance, Management and Safety
As a high priority, maintain, preserve, and operate the city’s transportation system in a safe and functional state.

Maintenance and Preservation

Policy T.3.1  Maintain and operate the city’s transportation systems to minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.

Policy T.3.2  Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T.3.3  Prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management

Policy T.3.4  Maintain a citywide traffic monitoring system to collect AM, PM and daily traffic volumes on an annual basis to determine how transportation investments are performing over time.

Policy T.3.5  Design or redesign roads and streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.

Policy T.3.6  Apply technologies, programs and other strategies that optimize the use of existing infrastructure in order to improve mobility, reduce congestion, increase energy efficiency, reduce maintenance requirements, and reduce the need for new infrastructure.

Policy T.3.7  Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.
Policy T.3.8 Protect the transportation system against major disruptions by third party infrastructure projects and maintenance, and by developing prevention and recovery strategies and by coordinating disaster response plans.

Safety

Policy T.3.9 Continue to improve the safety of the transportation system to achieve the state’s goal of zero deaths and disabling injuries.

Policy T.3.10 Provide education on safe non-motorized travel.

Policy T.3.11 Enforce motorized and non-motorized safety laws

Financial

Policy T.3.12 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within commercial and mixed use areas and along corridors served by transit.

Policy T.3.13 Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented development.

Policy T.3.14 Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.
Policy T.3.15 Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

Policy T.3.16 Consider transportation financing methods that sustain maintenance, preservation, and operation of facilities.

Policy T.3.17 Consider transportation impact fees for the expansion of multi-modal transportation capital facilities necessary to support growth.

Policy T.3.18 Consider city financing methods that sustain or expand metro provided local transit service.

Policy T.3.19 Maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities the provide adequate levels of service, adjust the level of service, the planned growth, and/or the sources of revenue. The City should first consider identifying additional funding, then adjusting level-of-service standards, before considering reassessment of land use assumptions.

Policy T.3.20 A multiyear financing plan should serve as the basis for the six-year transportation improvement program and should be coordinated with the state’s six-year transportation improvement program.

Goal T.4 Sustainability

Design and manage the city’s transportation system to minimize the negative impacts of transportation on the natural environment, to promote public health and safety, and to achieve optimum efficiency.

Sustainability and Natural Environment

Policy T.4.1 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment, including the use of rain gardens or other techniques to reduce pollutants in storm drains.

Policy T.4.2 Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.
Policy T.4.3 Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environment including features, such as natural drainage, native plantings, and local design themes.

Policy T.4.4 Promote the expanded use of alternative fuel vehicles by converting public fleets, applying public incentive programs, and providing for electric vehicle charging stations throughout the city.

Policy T.4.5 Plan and develop a citywide transportation system that reduces greenhouse gas emissions by shortening trip length or replacing vehicle trips with other modes of transportation to decrease vehicle miles traveled.

Human Health and Safety

Policy T.4.6 Develop a transportation system that minimizes negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions.

Policy T.4.7 Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

Policy T.4.8 Develop a transportation system that minimizes negative impacts to human health from vehicle emissions, noise, or a lack of non-motorized options.

Balancing Costs and Human Impacts of Transportation

Policy T.4.9 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

Policy T.4.10 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.