

The Sammamish Comment:

“This coming Thursday the council will consider whether to make the interim concurrency regulations permanent. How would you vote on this matter had you been elected to city council?” (May 18, 2019)

2019 Candidates Responses

Seat 2

Christie Malchow (Mayor, incumbent):

“As a currently seated Councilmember, I don’t think I can announce my vote prior to the vote being taken as a risk for an OPMA violation. What I can say, is residents can look to my existing record on concurrency votes to know where I stand.”

(Malchow voted for the new concurrency regulations in the past)

Karen McKnight:

Did not respond

Seat 4

Karen Howe:

“I believe that Council and Staff have made a rigorous and good-faith effort to find an acceptable volume/capacity measurement for Sammamish. V/C calculations may be a “blunt instrument” and I can’t state with authority that 1.1 for corridors and 1.4 for segments are the right numbers. However, additional measurement points (e.g. 43 intersections + segments + corridors + AM & PM peak) is the right direction vs. fewer data points. As with any decision, there may be significant unintended consequences which I assume the Council has judiciously weighed.

Looking at just Sahalee, what can we do now to improve driver experience? Ideas include creating a reversible lane, making a longer left turn holding area, adding a stoplight, lowering the speed limit, etc.

If we shift behavior to transit and ridesharing, what possibilities (and roads) would open for us? When the Gates Foundation built their HQ in Seattle, they had to reduce the number of employees who drove alone. What changed behavior was creating a disincentive – no more monthly parking. When employees had to pay daily not monthly, they made different choices. Gates went from 90% single occupancy to 34% in 2017. What if more employers did the same?
“

Kent Treen:

“In a hypothetical situation, that I was elected and voting on the proposed ordinance on concurrency, I would have fervently advocate for a level of service standard of 1.0. With a standard of 1.0, more of our roadways would be failing. Failing roadways is a natural consequence, due to the lack of infrastructure to accommodate the increase in vehicle use. There are natural consequences in the life of a city.

Instead of raising the standard above 1.0, which would allow development, resulting in more traffic, the city council needs to address the issue of transportation. Adopting the proposed concurrency standards would allow the City of Sammamish to delay development that impacts failing roads and address transportation needs using the six-year Transportation Improvement Plan. If the six-year Transportation Improvement Plan doesn't meet concurrency standards, the City has several options: increase the amount of revenue from existing or new sources to fund additional projects; require developers to provide additional facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the traffic generated by development; or lower the LOS standard.

Given that a Level of Service Standard of 1.0 means that traffic volume is equal to the capacity of the road, the proposed permanent concurrency regulation using 1.1 for corridors and 1.4 for segments is already a compromise that allows more traffic than the actual road capacity. At this level, the Sahalee-228th Corridor fails northbound in the morning and East Lake Sammamish Parkway North Corridor fails northbound in the morning and southbound in the evening.

Transportation concurrency is the most important tool in the Growth Management Act for controlling the pace of development. With this in mind, I would vote for the proposed ordinance to move forward on other city business with the hope that the council would reevaluate in year and eliminate the exception of East Lake Sammamish Parkway NE/SE. “

Seat 6

Ken Gamblin:

"If I were on the Sammamish City Council I would vote to keep the concurrency standard as currently amended with the volume to capacity (V/C) ratio of 1.4 for segments and 1.1 for corridors.

Keeping the V/C ratio at this level is extremely important for the residents of Sammamish. A V/C ratio of 1.0 means that a roadway is operating at full capacity. Anything over a 1.0 V/C means that there is congestion, with increasing V/C numbers indicating increasing traffic for drivers.

To explain what a V/C of 1.4 really means, I would quote Victor Salemann, a traffic engineer. In a City Council meeting Victor told the council; "So if you know what south bound East Lake Sammamish Parkway feels like at 5:30 pm? I know what it feels like, that's a 1.4 V/C."

When a traffic engineer tells you that a V/C ratio of 1.4 is analogous to the heaviest traffic time (5:30 pm) on a road where the traffic is so bad that it has already been exempted from consideration because it would cause concurrency failure, I believe that to advocate for any higher V/C ratio is doing a grave disservice to the residents of Sammamish."

Rituja Indapure:

Did not respond