



DAVID EVANS  
AND ASSOCIATES INC.

## TRANSMITTAL

**DATE:** September 26, 2019

**PROJECT:** Sammamish Concurrency Management

**TO:** Steven Chen, P.E.  
Traffic Engineering Manager  
City of Sammamish  
801 – 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075-9509

**PROJECT NO.:** COSA0000-0018

**FROM:** Josh Anderson, P.E., PTOE

**PHONE NO.:** (425) 586-9773

**COPIES:** File

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A	1	9/26/2019	Concurrency Test #14 Memo Report

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☐ FOR YOUR INFORMATION    ☐ FOR YOUR REVIEW    ☐ RECORDS MANAGEMENT  
☒ FOR YOUR USE

**COMMENTS:**

Steven,

Enclosed is the memo report for Concurrency Test #14. The 2020-2025 TIP has been incorporated since test #10. City Council direction to remove the North Sahalee Way corridor project from Concurrency tests has also been incorporated since Concurrency Test #13. This test, Concurrency Test #14 passed, as there are no intersection failures, and no new trips on the failing North Sahalee Way Corridor.

Please let me know if you have any questions.

Thank you,  
Josh Anderson



DAVID EVANS  
AND ASSOCIATES INC.

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## Technical Memorandum

**DATE:** September 26, 2019

**TO:** Steven Chen, P.E.  
Traffic Engineering Manager  
City of Sammamish  
801 – 228<sup>th</sup> Avenue SE  
Sammamish, WA 98075-9509

**FROM:** Josh Anderson, P.E., PTOE  
Senior Traffic Engineer

**SUBJECT:** Concurrency Report, Test #14

**PROJECT:** Sammamish Concurrency Management

**PROJECT NO.:** COSA0000-0018

**COPIES:** File

Attached is the concurrency analysis and other information for development applications for TCR: 2019-00440, 2019-00410, and removal of 2019-00381. The adopted 2020-2025 TIP has been included since Test #10. City Council direction to remove the North Sahalee Way corridor project from Concurrency tests has been incorporated since Test #13. In aggregate, the application results in the addition of 2 single family homes and the removal of 1 additional dwelling unit. In aggregate, the test results in the ITE trip generation of 1 AM peak hour and 1 PM peak hour trips within the Sammamish city limits.

### **Information for Concurrency Review of Current Development Applications**

- Concurrency Test Report (1 page) – summary of results.
- Concurrency Intersection Analysis (1 page).
- Concurrency Segment and Corridor Analysis (2 pages).

### **Additional Information for Concurrency Management**

- Cumulative Development Totals (1 page) – running total of concurrency cases.
- AM Peak Land Use and Trip Generation Summary for Concurrency Test #14 (3 pages).
- PM Peak Land Use and Trip Generation Summary for Concurrency Test #14 (3 pages).

# Concurrency Test Report for

**New Application(s): TCR2019-00440 and TCR2019-00410.**

**Modification to application(s): N/A**

**Voided application(s): TCR2019-00381**

## **Sammamish Concurrency Application Traffic Model File: Concurrency Test #14**

### **Development Case**

This Concurrency Test #14 includes two new development applications and one voided application since the previous Concurrency Test #13

In aggregate, this test includes the following developments within the Sammamish city limits:

- addition of 2 new single-family homes, and
- removal of 1 additional dwelling unit.

The ITE Trip Generation, increases by **1 AM peak hour trips and 1 PM peak hour trips** for the tested development.

### **Changes Updated in Models and Concurrency System:**

The following changes were added to the Citywide Pipeline Travel Demand Forecasting Model, SYNCHRO model, and/or the concurrency system:

- Inclusion of the 2020-2025 TIP project list (as of Test #10),
- Update of the Pipeline analysis year to 2025 (as of Test #10), and
- Update to remove the North Sahalee Way Corridor project from the 2020-2025 TIP projects assumed to be constructed in the concurrency analysis year of 2025 (as of Test #13).
- Update of the land use and trip generation in the system (as of Test #14).

### **Concurrency Evaluation: PASS**

**Model Basis:** The above concurrency test developments were added into the 2025 Citywide VISUM Pipeline Travel Demand Forecasting Model (pared with the 2016 base model) that incorporated Concurrency Test #13.

**Link Standard:** The City of Sammamish has developed their own methodology for calculating v/c, the methodology is being called "HCM modified". No roadway segment may exceed an HCM modified v/c of 1.40 in either the AM or PM analysis hours. No roadway corridor may exceed an HCM modified v/c or 1.10 in either the AM or PM analysis hours.

**Intersection Standard:** No intersection Level of Service (LOS) may fall below C (or D on Principal Arterials, or E where Principal Arterials intersect). Stop-controlled and signal-controlled intersections were evaluated using the SYNCHRO program, and roundabouts were evaluated using the aaSIDRA program with the *Highway Capacity Manual* (HCM) 2010 methodology except where unsignalized intersections have two stage left turns (these intersections were analyzed using HCM 2000 methodologies). There are no failures at Sammamish intersections for this current test.

Land Use = Concurrency Test #14  
Forecast Year = 2025  
Road System = 2025

CP No.	Intersection	LOS Standard	Traffic Control	AM School Peak Hour (7:00 to 8:00)		PM System Peak Hour (4:45 to 5:45)	
				Delay	LOS	Delay	LOS
1	Issaquah-Pine Lk Rd & SE 48th St	D	Signal	27.7	C	14.3	B
2	228th Ave NE & NE 12th Pl	D	Signal	16.6	B	8.6	A
3	Klahanie Dr SE & SE Issaquah Fall City Rd	D	RAB	10.0	A	8.6	A
4	244th Ave SE & SE 24th St	C	2-Way Stop	23.6	C	15.6	C
5	SE 32nd St & 244th Ave SE	C	4-Way Stop	17.4	C	19.7	C
6	Issaquah-Pine Lk Rd & SE 32nd Way	D	RAB	6.7	A	7.6	A
7	228th Ave SE & SE 40th St *	D	2-Way Stop	20.7	C	24.0	C
8	SE Klahanie Blvd & 256th Ave SE	C	4-Way Stop	18.5	C	15.8	C
9	247th Pl SE & SE Issaquah Fall City Rd (Pacific Cascade Middle School)	D	RAB	7.3	A	5.9	A
10	Sahalee Way NE & NE 36th St *	D	2-Way Stop	29.4	D	30.8	D
11	242nd Ave NE & NE 8th St	C	Signal	24.3	C	11.6	B
12	228th Ave SE & SE 8th St	D	Signal	13.7	B	18.3	B
13	228th Ave NE & NE 19th Dr *	D	2-Way Stop	27.2	D	21.0	C
14	216th Ave NE & NE Inglewood Hill Rd	C	RAB	6.0	A	8.8	A
15	228th Ave NE & NE Inglewood Hill Rd/NE 8th St	D	Signal	31.1	C	24.7	C
16	228th Ave NE & NE 4th St	E	Signal	35.5	D	22.6	C
17	228th Ave SE & SE 4th St	E	Signal	21.9	C	23.0	C
18	212th Ave SE & SE 8th St	C	2-Way Stop	13.8	B	15.9	C
19	228th Ave SE & SE 16th St	D	Signal	11.2	B	8.8	A
20	E Lk Sammamish Pkwy & 212th Way SE	C	Signal	5.5	A	4.3	A
21	E Lk Sammamish Pkwy & SE 24th Way *	C	2-Way Stop	12.0	B	14.9	B
22	212th Ave SE & SE 20th St	C	4-Way Stop	10.8	B	12.8	B
23	E Lk Sammamish Pkwy & Louis Thompson Rd	C	Signal	9.8	A	10.2	B
24	E Lk Sammamish Pkwy & Inglewood Hill Rd	C	Signal	26.1	C	30.9	C
25	Sahalee Way NE & NE 37th Way	D	Signal	21.7	C	11.6	B
26	NE 8th St & 244th Ave NE	C	RAB	5.0	A	4.8	A
27	228th Ave SE & SE 20th St	D	Signal	11.3	B	14.6	B
28	228th Ave SE & SE 24th St	E	Signal	18.2	B	35.1	D
29	228th Ave SE & Issaquah-Pine Lk Rd	E	Signal	30.9	C	40.7	D
30	Issaquah-Pine Lk Rd & SE Klahanie Blvd	D	Signal	27.9	C	26.5	C
31	Duthie Hill Rd & Issaquah Beaver Lake Rd	D	Signal	42.7	D	14.5	B
32	256th Ave SE/E Beaver Lake Dr SE & Issaquah Beaver Lake Rd	C	RAB	7.0	A	5.6	A
33	228th Ave NE & NE 14th St *	D	2-Way Stop	34.4	D	28.9	D
34	228th Ave NE & NE 25th Way	D	Signal	23.5	C	11.9	B
35	Issaquah-Pine Lk Rd & SE 42nd St	D	Signal	19.5	B	9.0	A
36	Issaquah-Pine Lk Rd & 230th Lane SE/231st Lane SE	D	Signal	15.8	B	12.7	B
37	NE 28th Pl/223rd Ave NE & Sahalee Way NE	D	Signal	13.2	B	5.8	A
38	Issaquah-Pine Lk Rd & SE 47th Way/238th Way SE	D	Signal	12.6	B	15.4	B
39	233rd Ave NE & NE 8th St	C	RAB	6.6	A	3.8	A
40	228th Ave SE & E Main St	D	Signal	4.4	A	4.8	A
41	244th Ave NE & E Main Dr	C	RAB	5.4	A	4.9	A
42	Duthie Hill Rd & Trossachs Blvd SE	D	Signal	33.0	C	24.6	C
43	228th Ave SE & SE 10th St (Skyline)	D	Signal	7.4	A	6.0	A

NOTE: \* Intersection configurations require the use of HCM2000 methodologies to adequately present the operations of the two-stage left-turns from the minor approach.

Concurrency Test #14									
2025 HCM Modified Methodology									
	Segment*		AM Volume	PM Volume	Capacities 2025 HCM Mod	AM V/C 2025 HCM Mod	PM V/C 2025 HCM Mod	AM Corridor ≤1.1 Segment ≤1.4	PM
	East Lake Sammamish Parkway North Corridor	NB				1.52	0.81	Fail	Pass
		SB				0.55	1.63	Pass	Fail
1	E Lk Sammamish Pkwy, City limits - 196th Ave NE (Weber Pl) <sup>1</sup>	NB	1,145	609	705	1.62	0.86	Fail	Pass
		SB	449	1,295		0.64	1.84	Pass	Fail
2	E Lk Sammamish Pkwy, 196th Ave NE - NE 26th Pl	NB	1,199	640	705	1.70	0.91	Fail	Pass
		SB	390	1,224		0.55	1.74	Pass	Fail
3	E Lk Sammamish Pkwy, NE 26th Pl - NE Inglewood Hill Rd	NB	1,202	652	969	1.24	0.67	Pass	Pass
		SB	438	1,267		0.45	1.31	Pass	Pass
	East Lake Sammamish Parkway Central Corridor	NB				0.61	0.67	Pass	Pass
		SB				0.50	0.77	Pass	Pass
4	E Lk Sammamish Pkwy, Inglewood Hill Rd – Louis Thompson Rd	NB	662	540	943	0.70	0.57	Pass	Pass
		SB	387	761		0.41	0.81	Pass	Pass
5	E Lk Sammamish Pkwy, Louis Thompson Rd NE – SE 8th St	NB	399	477	705	0.57	0.68	Pass	Pass
		SB	365	556		0.52	0.79	Pass	Pass
6	E Lk Sammamish Pkwy, SE 8th St – SE 24th Way	NB	358	543	705	0.51	0.77	Pass	Pass
		SB	410	500		0.58	0.71	Pass	Pass
	East Lake Sammamish Parkway South Corridor	NB				0.50	1.00	Pass	Pass
		SB				0.89	0.72	Pass	Pass
7	E Lk Sammamish Pkwy, SE 24th Way – 212th Ave SE	NB	347	569	881	0.39	0.65	Pass	Pass
		SB	495	544		0.56	0.62	Pass	Pass
8	E Lk Sammamish Pkwy, 212th Ave SE – South City Limit	NB	437	917	749	0.58	1.22	Pass	Pass
		SB	813	606		1.09	0.81	Pass	Pass
	Sahalee Way–228th Avenue North Corridor	NB				1.17	0.66	Fail	Pass
		SB				0.56	1.05	Pass	Pass
9	Sahalee Way/228th Ave NE, City Limit – NE 37th Way	NB	1,391	576	1,015	1.37	0.57	Pass	Pass
		SB	495	1,182		0.49	1.16	Pass	Pass
10	Sahalee Way/228th Ave NE, NE 37th Way - NE 36th St <sup>2</sup>	NB	1,168	569	969	1.21	0.59	Pass	Pass
		SB	507	1,077		0.52	1.11	Pass	Pass
11	Sahalee Way/228th Ave NE, NE 36th St - 223rd Ave NE <sup>2</sup>	NB	1,144	559	969	1.18	0.58	Pass	Pass
		SB	487	1,040		0.50	1.07	Pass	Pass
12	Sahalee Way/228th Ave NE, 223rd Ave NE – NE 25th Way	NB	1,050	587	969	1.08	0.61	Pass	Pass
		SB	482	919		0.50	0.95	Pass	Pass
13	228th Ave, NE 25th Way – NE 12th Pl <sup>3</sup>	NB	816	841	969	0.84	0.87	Pass	Pass
		SB	696	881		0.72	0.91	Pass	Pass
	228th Avenue Central Corridor	NB				0.59	0.72	Pass	Pass
		SB				0.59	0.71	Pass	Pass
14	228th Ave, NE 12th Pl – NE 8th St/Inglewood Hill Rd	NB	832	944	987	0.84	0.96	Pass	Pass
		SB	872	935		0.88	0.95	Pass	Pass
15	228th Ave, NE 8th St/Inglewood Hill Rd – Main St	NB	921	1,113	1,896	0.49	0.59	Pass	Pass
		SB	991	1,144		0.52	0.60	Pass	Pass
16	228th Ave, Main St - SE 8th St	NB	1,018	1,177	1,896	0.54	0.62	Pass	Pass
		SB	795	1,254		0.42	0.66	Pass	Pass
17	228th Ave, SE 8th St – SE 10th St	NB	971	1,354	1,896	0.51	0.71	Pass	Pass
		SB	1,053	1,258		0.56	0.66	Pass	Pass
18	228th Ave, Se 10th St – SE 20 <sup>th</sup> St	NB	1,136	1,421	1,896	0.60	0.75	Pass	Pass
		SB	1,130	1,353		0.60	0.71	Pass	Pass
	228th Avenue South Corridor	NB				0.60	0.88	Pass	Pass
		SB				0.73	0.70	Pass	Pass
19	228th Ave, SE 20th St – Issaquah Pine Lake Rd SE <sup>4</sup>	NB	1,203	1,511	1,949	0.62	0.78	Pass	Pass
		SB	1,215	1,423		0.62	0.73	Pass	Pass
20	228th Ave, Issaquah Pine Lake Rd SE – SE 43rd Way	NB	533	1,003	969	0.55	1.04	Pass	Pass
		SB	854	607		0.88	0.63	Pass	Pass
	244th Avenue North Corridor	NB				0.36	0.41	Pass	Pass
		SB				0.44	0.40	Pass	Pass
21	244th Ave NE, NE 30th Pl - NE 20th St	NB	323	341	881	0.37	0.39	Pass	Pass
		SB	317	362		0.36	0.41	Pass	Pass
22	244th Ave NE, NE 20th St - NE 8th St	NB	346	401	881	0.39	0.45	Pass	Pass
		SB	485	387		0.55	0.44	Pass	Pass
23	244th Ave NE, NE 8th St – E Main St	NB	364	329	925	0.39	0.36	Pass	Pass
		SB	299	375		0.32	0.41	Pass	Pass
24	244th Ave NE/SE, E Main St - SE 8th St	NB	191	381	881	0.22	0.43	Pass	Pass
		SB	395	304		0.45	0.35	Pass	Pass
	NE Inglewood Hill Road Corridor	EB				0.29	0.84	Pass	Pass
		WB				0.76	0.39	Pass	Pass
25	NE Inglewood Hill Rd, E Lk Sammamish Pkwy – 216th Ave	EB	246	748	705	0.35	1.06	Pass	Pass
		WB	677	324		0.96	0.46	Pass	Pass
26	NE Inglewood Hill Rd, 216th Ave NE – 228th Ave NE	EB	222	554	1,013	0.22	0.55	Pass	Pass
		WB	476	328		0.47	0.32	Pass	Pass

	Segment*		AM Volume	PM Volume	Capacities	AM V/C	PM V/C	AM	PM
					2025 HCM Mod	2025 HCM Mod	2025 HCM Mod	Corridor ≤1.1 Segment ≤1.4	
	NE 8th Street Corridor	EB				0.33	0.53	Pass	Pass
		WB				0.43	0.36	Pass	Pass
27	NE 8 <sup>th</sup> St, 228 <sup>th</sup> Ave NE – 235 <sup>th</sup> Ave NE	EB	381	593	1,013	0.38	0.59	Pass	Pass
		WB	451	375		0.45	0.37	Pass	Pass
28	NE 8 <sup>th</sup> St, 235 <sup>th</sup> Ave NE – 244 <sup>th</sup> Ave NE	EB	242	429	925	0.26	0.46	Pass	Pass
		WB	384	316		0.41	0.34	Pass	Pass
	SE 8th Street Corridor	EB				0.28	0.44	Pass	Pass
		WB				0.65	0.34	Pass	Pass
29	SE 8 <sup>th</sup> St, 228 <sup>th</sup> Ave SE – 244 <sup>th</sup> Ave SE	EB	260	410	925	0.28	0.44	Pass	Pass
		WB	601	311		0.65	0.34	Pass	Pass
	Issaquah-Pine Lake Road Corridor	EB/SB				0.97	0.82	Pass	Pass
		WB/NB				0.54	1.04	Pass	Pass
30	Issaquah-Pine Lk Rd, 228 <sup>th</sup> Ave SE - SE 32 <sup>nd</sup> Way <sup>5</sup>	EB	432	845	943	0.46	0.90	Pass	Pass
		WB	509	633		0.54	0.67	Pass	Pass
31	Issaquah-Pine Lk Rd, SE 32 <sup>nd</sup> Way - SE Klahanie Blvd	NB	529	784	943	0.56	0.83	Pass	Pass
		SB	682	772		0.72	0.82	Pass	Pass
32	Issaquah-Pine Lk Rd, SE Klahanie Blvd – SE 46 <sup>th</sup> St	NB	507	1,038	943	0.54	1.10	Pass	Pass
		SB	1,074	764		1.14	0.81	Pass	Pass
33	Issaquah-Pine Lk Rd, SE 46th St - SE 48th St	NB	502	1,240	943	0.53	1.31	Pass	Pass
		SB	1,106	718		1.17	0.76	Pass	Pass
	SE 32nd Way/Street - Issaquah-Beaver Lake Road Corridor	EB				0.35	0.62	Pass	Pass
		WB				0.52	0.44	Pass	Pass
34	SE 32 <sup>nd</sup> Way, Issaquah-Pine Lk Rd – 235 <sup>th</sup> Place SE	EB	263	526	749	0.35	0.70	Pass	Pass
		WB	474	358		0.63	0.48	Pass	Pass
35	SE 32 <sup>nd</sup> Way, 235 <sup>th</sup> Place SE – 244 <sup>th</sup> Ave SE	EB	224	449	705	0.32	0.64	Pass	Pass
		WB	330	278		0.47	0.39	Pass	Pass
36	SE 32 <sup>nd</sup> Way, 244 <sup>th</sup> Ave SE – E Beaver Lake Dr SE	EB	286	483	705	0.41	0.69	Pass	Pass
		WB	401	369		0.57	0.52	Pass	Pass
37	Issaquah-Beaver Lk Rd, E Beaver Lk Dr – SE Duthie Hill Rd	EB	262	303	881	0.30	0.34	Pass	Pass
		WB	288	295		0.33	0.34	Pass	Pass
	Issaquah-Fall City Road Corridor	NB/EB				0.26	0.84	Pass	Pass
		SB/WB				0.80	0.44	Pass	Pass
38	SE Issaquah-Fall City Rd, Issaquah-Pine Lk Rd – 245 <sup>th</sup> Pl SE <sup>5</sup>	EB	537	1,498	1,772	0.30	0.85	Pass	Pass
		WB	1,381	781		0.78	0.44	Pass	Pass
39	SE Issaquah-Fall City Rd, 245th Ave SE - Klahanie Dr SE	EB	162	1,417	1,861	0.09	0.76	Pass	Pass
		WB	1,464	728		0.79	0.39	Pass	Pass
40	SE Issaquah-Fall City Rd, Klahanie Dr SE - SE Duthie Hill Rd	EB	247	973	925	0.27	1.05	Pass	Pass
		WB	819	532		0.89	0.57	Pass	Pass
41	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – SE Issaquah-Fall City Rd <sup>6</sup>	NB	226	586	881	0.26	0.67	Pass	Pass
		SB	701	291		0.80	0.33	Pass	Pass
	Duthie Hill Road Corridor	NB/EB				0.36	1.03	Pass	Pass
		SB/WB				0.97	0.67	Pass	Pass
42	SE Duthie Hill Rd, SE Issaquah-Beaver Lk Rd – 266th Ave SE	NB	290	845	725	0.40	1.17	Pass	Pass
		SB	801	548		1.10	0.76	Pass	Pass
43	SE Duthie Hill Rd, 266th Ave SE – Trossachs Blvd SE <sup>6</sup>	EB	297	793	906	0.33	0.88	Pass	Pass
		WB	739	523		0.82	0.58	Pass	Pass

#### Notes

Corridor V/C ratios are volume weighted.

\* ELSP corridors are shown for information purposes only as they are excluded from concurrency.

<sup>1</sup> A portion of this segment is 30 MPH.

<sup>2</sup> PM Peak Hour in Sammamish is 4:45-5:45 PM. 15 minute segment count not available, 5-6PM used.

<sup>3</sup> A portion of this segment is 35 MPH.

<sup>4</sup> 228th/IPLR: No FYA

<sup>5</sup> This segment transitions from a wider cross-section to two lanes, the narrower section was used.

<sup>6</sup> Segment is partially outside of Sammamish City Limits.



DAVID EVANS  
AND ASSOCIATES INC.

# **CONCURRENCY SYSTEM MONITORING REPORT CONCURRENCY TEST #14**

**September 26, 2019**

## CUMULATIVE DEVELOPMENT TOTALS

### City of Sammamish Concurrency Management System with Concurrency Test #14

BASE = 2016 Travel Demand Model Update

#### Total Land Use and Trips (summary)

Concurrency Case	Dwellings (SF + MF)	Commercial Bldgs (1000sf)	Minor Generators (mixed measures)	Trip Generation (PM Peak Hour)
2016 Base	23,313	3,367	1,069	37,477
<b>Cumulative Growth Totals</b>	<b>412</b>	<b>299</b>	<b>1</b>	<b>503</b>
Concurrency Future Totals	23,724	3,666	1,069	37,980

#### Total Land Use and Trips (details)

Concurrency Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park& Ride spaces	Trips - Total (PM Peak Hour)
2016 Base	19,850	3,463	724	122	21	162	2,338	70	680	319	37,477
<b>Cumulative Growth Totals</b>	<b>(5)</b>	<b>417</b>	<b>56</b>	<b>(0)</b>	<b>-</b>	<b>26.5</b>	<b>217</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>503</b>
Concurrency Future Totals	19,844	3,880	780	122	21	189	2,555	70	680	319	37,980

#### Cumulative Growth of Trips from 2016 Base

Concurrency Test Case	Single Family DU's	Multi-Family DU's	General Retail 1000sf	Office 1000sf	Industrial 1000sf	Social Retail 1000sf	School Church 1000sf	Med-Dental 1000sf	Active Land Equiv Trips	Park& Ride spaces	Trips - Total (PM Peak Hour)	PM Peak Hour Trip - Increase from Base
ConCur#36	1	-	-	-	-	0.5	27.0	0.5	-	-	27	27
ConCur#1	10	-	-	-	-	-	-	-	-	-	9	36
ConCur#2	-	-	-	-	-	-	-	-	1.0	-	1	37
ConCur#3	1	-	-	-	-	-	63.0	-	-	-	90	127
ConCur#4	3	-	-	-	-	-	-	-	-	-	3	130
ConCur#5	3	-	-	-	-	-	-	-	-	-	3	133
ConCur#6	1	-	-	-	-	-	-	-	-	-	1	134
ConCur#7	1	-	-	-	-	-	-	-	-	-	1	135
ConCur#8	(3)	-	-	-	-	-	138.8	-	-	-	97	232
ConCur#9	2	-	-	-	-	-	-	-	-	-	2	234
ConCur#10	(45)	3	-	-	-	-	(12.0)	-	(1.0)	-	(26)	208
ConCur#11	(4)	357	56.0	-	-	26.0	-	-	-	-	265	473
ConCur#12	7	56	-	-	-	-	-	-	-	-	14	487
ConCur#13	16	2	-	(0.4)	-	-	-	-	-	-	14	501
ConCur#14	2	(1)	-	-	-	-	-	-	-	-	2	503
<b>Cumulative Growth Totals</b>	<b>(5)</b>	<b>417</b>	<b>56.0</b>	<b>(0.4)</b>	<b>-</b>	<b>26.5</b>	<b>216.8</b>	<b>0.5</b>	<b>-</b>	<b>-</b>		<b>503</b>

Source: Land Use and Trip Generation workbook for each test case. The land uses before Case Concur#36 were all incorporated in 2016 Base.

Trip generation is for PM Peak Hour, at Traffic Analysis Zones within City of Sammamish



## LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,821	433	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,975	251	123	251	319
Sammamish SE	4	4,845	267	933	210	0
Klah-FCRd	5	4,876	124	298	239	0
<b>Subtotal</b>		<b>22,941</b>	<b>1,335</b>	<b>2,402</b>	<b>846</b>	<b>319</b>

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
2,831	2,105	4,936
1,899	3,100	4,999
1,389	1,259	2,648
2,436	3,373	5,809
1,934	1,752	3,686
<b>10,489</b>	<b>11,589</b>	<b>22,078</b>

City of Sammamish	Trip Generation by Land Use Type											
	Dwellings		Commercial Generators					Minor Generators				
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRetl 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces	Totals
Quantity	18,904	4,036	900	124	28	194	89	1,335.2	2,402	846	319	
Overall Trip Rate	0.60	0.40	0.35	1.16	0.78	1.52	3.82		2.85	1.00	0.74	
Overall Trips	11,402	1,619	319	144	22	296	338	1119	6,856	846	236	22,078

### Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones.

Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size; and pass-by reductions.

Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model.

Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region).

Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied:  
(Retail rate formula varies exponentially with size)

### Trip purposes represent the following directional movements:

#### (a) Work-Based Trip Purposes, by direction:

**From Home to work** = commute trips without stops, discounted for park&ride trips.

Includes 6% work-home trips in reverse direction to dominant commute flow.

**From Home to Other** = trips from home to other destinations, before continuing to work

**From Other to work** = trips from the non-home destinations of purpose (2) to work

**From home to Park/Ride** = From homes to Issaquah Park&Ride and Redmond Park&Ride.

**Non-home-based** = personal and commercial vehicle trips, to/from locations which are not the driver's home.

#### (b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.

**From Home to Local Other** = Shorter trips in the community around the residential zone.

**From Local Other to Home** = Shorter trips in the community around the residential zone.

**From Home to Regional Other** = Longer trips outside the local community.

**From Regional Other to Home** = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.60	74%
Multi Family	dwelling	0.40	79%
Retail .....over 1,00,000 sf	1000 sf	0.82	40%
Retail ....example at 400,000 sf	1000 sf	0.95	40%
Retail ....example at 100,000 sf	1000 sf	1.29	40%
Retail .....example at 20,000 sf	1000 sf	1.39	40%
Retail .....under 8,300 sf	1000 sf	2.70	40%
Office	1000 sf	1.16	13%
Industrial	1000 sf	0.78	39%
Social Retail	1000 sf	1.52	59%
Schools, Churches	1000 sf	2.85	48%
Med-Dental	1000 sf	3.82	26%
Active Land	trip equivalents	1.00	20%
Park&Ride	space	0.74	5%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes.

Do not compare to land use, nor to region-wide trip generation data from other sources.

NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

## LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

### Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location		
		Total Dwellings	Comm'l 1000 sf	Sch/Chrch 1000 sf	Activ/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals
Sammamish NW	1	6,821	433	144	40	0	2,831	2,105	4,936
Sammamish NE	2	3,424	260	904	106	0	1,899	3,100	4,999
Sammamish SW	3	2,975	251	123	251	319	1,389	1,259	2,648
Sammamish SE	4	4,845	267	933	210	0	2,436	3,373	5,809
Klah-FCRd	5	4,876	124	298	239	0	1,934	1,752	3,686
<b>SR202Edge</b>	<b>6</b>	<b>620</b>	<b>197</b>	<b>10</b>	<b>47</b>	<b>0</b>	<b>329</b>	<b>388</b>	<b>717</b>
Issaquah	60	15,560	13,780	1,109	0	1,400	9,542	16,731	26,273
Redmond	70	35,208	39,932	762	823	500	10,405	15,054	25,459
Other areas	80-200	1,618,010	887,929	0	0	0	88,211	108,768	196,979
<b>Totals</b>		<b>1,692,338</b>	<b>943,174</b>	<b>4,282</b>	<b>1,716</b>	<b>2,219</b>	<b>118,976</b>	<b>152,530</b>	<b>271,506</b>
City of Sammamish Subtotal		22,941	1,335	2,402	846	319	10,489	11,589	22,078
<b>Sammamish+Growth Area Subtotal</b>		<b>23,561</b>	<b>1,533</b>	<b>2,411</b>	<b>893</b>	<b>319</b>	<b>10,818</b>	<b>11,977</b>	<b>22,795</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

### Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	1,210	435	1,645	1,832	1,159	2,991	258	42	300	3,300	1,636	4,936
Sammamish NE	2	709	685	1,394	1,743	1,402	3,145	437	23	460	2,889	2,110	4,999
Sammamish SW	3	546	279	825	880	648	1,528	212	83	295	1,638	1,010	2,648
Sammamish SE	4	960	692	1,652	2,100	1,522	3,622	503	32	535	3,563	2,246	5,809
Klah-FCRd	5	864	281	1,145	1,401	925	2,326	200	15	215	2,465	1,221	3,686
<b>SR202Edge</b>	<b>6</b>	<b>117</b>	<b>116</b>	<b>233</b>	<b>222</b>	<b>195</b>	<b>417</b>	<b>51</b>	<b>16</b>	<b>67</b>	<b>390</b>	<b>327</b>	<b>717</b>
Issaquah	60	2,858	5,353	8,211	6,425	8,176	14,601	1,576	1,885	3,461	10,859	15,414	26,273
Redmond	70	3,941	6,939	10,880	5,245	6,781	12,026	1,052	1,501	2,553	10,238	15,221	25,459
Other areas	80-93	27,459	31,612	59,071	10,493	11,245	21,738	1,413	2,078	3,491	39,365	44,935	84,300
<b>Totals</b>		<b>78,837</b>	<b>78,837</b>	<b>157,674</b>	<b>43,213</b>	<b>43,213</b>	<b>86,426</b>	<b>7,112</b>	<b>7,112</b>	<b>14,224</b>	<b>129,162</b>	<b>129,162</b>	<b>258,324</b>
City of Sammamish Subtotal		4,289	2,372	6,661	7,956	5,656	13,612	1,610	195	1,805	13,855	8,223	22,078
<b>Sammamish+Growth Area Subtotal</b>		<b>4,406</b>	<b>2,488</b>	<b>6,894</b>	<b>8,178</b>	<b>5,851</b>	<b>14,029</b>	<b>1,661</b>	<b>211</b>	<b>1,872</b>	<b>14,245</b>	<b>8,550</b>	<b>22,795</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

# **LAND USE and TRIP GENERATION SUMMARY - AM PEAK HOUR**

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

## **Trip End Summary for Work-Related Trip Purposes**

		HM-WK	HM-WK	WK-DVT	WK-DVT	DVT-HM	DVT-HM	HM-PKRD	HM-PKRD	Totals	Totals
AREA NAME	CODE	ORIG1	DEST1	ORIG2	DEST2	ORIG3	DEST3	ORIG9	DEST9	Origins	Destin's
Sammamish NW	1	1,164	386	5	30	41	19	0	0	1,210	435
Sammamish NE	2	591	653	10	22	108	10	0	0	709	685
Sammamish SW	3	525	186	0	5	21	5	0	83	546	279
Sammamish SE	4	838	659	10	20	112	13	0	0	960	692
Klah-FCRd	5	821	248	4	10	39	23	0	0	864	281
SR202Edge	6	103	104	3	12	11	0	0	0	117	116
Issaquah	60	2,387	4,654	136	265	332	67	3	367	2,858	5,353
Redmond	70	3,417	6,520	305	184	208	104	11	131	3,941	6,939
Other areas	80-200	62,262	58,698	2,601	2,526	2,202	2,833	567	0	67,632	64,057
	<b>Totals</b>	<b>72,108</b>	<b>72,108</b>	<b>3,074</b>	<b>3,074</b>	<b>3,074</b>	<b>3,074</b>	<b>581</b>	<b>581</b>	<b>78,837</b>	<b>78,837</b>
City of Sammamish Subtotal		3,939	2,132	29	87	321	70	0	83	4,289	2,372
<b>Sammamish+Growth Area Subtotal</b>		<b>4,042</b>	<b>2,236</b>	<b>32</b>	<b>99</b>	<b>332</b>	<b>70</b>	<b>0</b>	<b>83</b>	<b>4,406</b>	<b>2,488</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

## **Trip End Summary for Home-Based Trip Purposes**

		H-LOCL	H-LOCL	LOCL-HM	LOCL-HM	HM-REG'L	HM-REG'L	REG'L-HM	REG'L-HM	Totals	Totals
AREA NAME	CODE	ORIG4	DEST4	ORIG5	DEST5	ORIG7	DEST7	ORIG8	DEST8	Origins	Destin's
Sammamish NW	1	1,525	287	278	844	29	0	0	28	1,832	1,159
Sammamish NE	2	772	955	954	430	17	0	0	17	1,743	1,402
Sammamish SW	3	701	243	170	397	9	0	0	8	880	648
Sammamish SE	4	1,108	883	975	623	17	0	0	16	2,100	1,522
Klah-FCRd	5	1,040	333	330	564	31	0	0	28	1,401	925
SR202Edge	6	143	114	78	80	1	0	0	1	222	195
Issaquah	60	2,845	6,543	3,384	1,439	90	114	106	80	6,425	8,176
Redmond	70	2,372	5,494	2,709	1,134	80	89	84	64	5,245	6,781
Other areas	80-200	16,579	12,233	5,578	8,945	589	660	619	567	23,365	22,405
	<b>Totals</b>	<b>27,085</b>	<b>27,085</b>	<b>14,456</b>	<b>14,456</b>	<b>863</b>	<b>863</b>	<b>809</b>	<b>809</b>	<b>43,213</b>	<b>43,213</b>
City of Sammamish Subtotal		5,146	2,701	2,707	2,858	103	0	0	97	7,956	5,656
<b>Sammamish+Growth Area Subtotal</b>		<b>5,289</b>	<b>2,815</b>	<b>2,785</b>	<b>2,938</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>8,178</b>	<b>5,851</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

## LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

City of Sammamish		Land Use Totals				
		Major Generators		Minor Generators		
AREA NAME	AREA CODE	Total Dwellings	Comm'l 1000 sf	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces
Sammamish NW	1	6,404	335	144	40	0
Sammamish NE	2	3,424	260	904	106	0
Sammamish SW	3	2,975	251	123	251	319
Sammamish SE	4	4,845	267	916	210	0
Klah-FCRd	5	4,876	124	381	239	0
<b>Subtotal</b>		<b>22,524</b>	<b>1,236</b>	<b>2,467</b>	<b>846</b>	<b>319</b>

Trip Generation Totals		
Trip Generation by Location		
At Dwellings	At All Other	Totals
4,893	2,923	7,816
2,606	3,025	5,631
2,356	1,770	4,126
3,725	3,178	6,903
3,530	1,830	5,360
<b>17,110</b>	<b>12,726</b>	<b>29,836</b>

City of Sammamish	Trip Generation by Land Use Type											
	Dwellings		Commercial Generators					Minor Generators				
Land Use Type	SFDU	MFDU	Retail 1000 sf	Office 1000 sf	Ind'l 1000 sf	SocRetl 1000 sf	MedDntl 1000 sf	Comm'l Subtotal	SchlChrch 1000 sf	ActivLand Equiv Trips	Park/Ride spaces	Totals
Quantity	18,901	3,623	818	124	28	178	89	1,236.4	2,467	846	319	
Overall Trip Rate	0.92	0.56	7.23	1.47	0.88	5.23	3.41		0.80	1.00	0.75	
Overall Trips	17,378	2,044	5,913	181	25	932	302	7353	1,976	846	239	29,836

### Description of PM Peak Hour Traffic Generation Model:

Values describe total trip generation by all cars, trucks, and commercial vehicles, computed from land use data for Traffic Analysis Zones.

Trip generation procedure includes adjustments to basic vehicular trip generation, according to zone-specific adjustments for: transit mode split (work and non-work); commute-trip reduction actions, character of retail activity (local versus regional service); retail size; and pass-by reductions.

Pass-by traffic at retail sites is eliminated so that only net off-site traffic is included for distribution in the traffic model.

Trip generation in zones outside the Sammamish Planning Area are scaled down based on distance from Sammamish (near zero at edge of region).

Summaries by area represent the sum for all TAZ's in each area.

Aggregate trip rates, combining all trip purposes, but before zone-specific size/scale adjustments are applied:  
(Retail rate formula varies exponentially with size)

### Trip purposes represent the following directional movements:

#### (a) Work-Based Trip Purposes, by direction:

**From Work to Home** = commute trips without stops, discounted for park&ride trips.

Includes 6% home-work trips in reverse direction to dominant commute flow.

**From Work to Other** = trips from worksites to other destinations, before continuing home.

**From Other to Home** = trips from the non-home destinations of purpose (2) to home

**From Park/Ride to Home** = From Issaquah Park&Ride and Redmond Park&Ride, to homes.

**Non-home-based** = personal and commercial vehicle trips, to/from locations which are not the driver's home.

#### (b) Home-Based Trip Purposes, by direction:

Trips between the driver's home and all other non-work destinations, primarily retail.

**From Home to Local Other** = Shorter trips in the community around the residential zone.

**From Local Other to Home** = Shorter trips in the community around the residential zone.

**From Home to Regional Other** = Longer trips outside the local community.

**From Regional Other to Home** = Longer trips outside the local community.

Land Use:	Units	2Way Rate	% Outbnd
Single Family	dwelling	0.92	35%
Multi Family	dwelling	0.56	33%
Retail .....over 1,00,000 sf	1000 sf	3.64	51%
Retail ....example at 400,000 sf	1000 sf	4.24	51%
Retail ....example at 100,000 sf	1000 sf	5.72	51%
Retail .....example at 20,000 sf	1000 sf	6.20	51%
Retail .....under 8,300 sf	1000 sf	12.00	51%
Office	1000 sf	1.47	76%
Industrial	1000 sf	0.88	81%
Social Retail	1000 sf	5.23	51%
Schools, Churches	1000 sf	0.80	62%
Med-Dental	1000 sf	3.41	57%
Active Land	trip equivalents	1.00	41%
Park&Ride	space	0.75	87%

NOTE1: Trip ends outside Sammamish Planning Area are scaled down from actual totals to various degrees, for Sammamish modeling purposes.

Do not compare to land use, nor to region-wide trip generation data from other sources.

NOTE2: about 6% of the "From Work" total is actually distributed as "To-Work" trips (e.g., 2nd shift workers), but not separately summarized.

## LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

### Land Use and Trip Generation - Grand Summary

AREA NAME	CODE	Major Generators		Minor Generators			Trip Generation by Location			
		Total Dwellings	Comm'l 1000 sf	Sch/Chrch 1000 sf	Activ/Land Equiv Trips	Park/Ride spaces	At Dwellings	At All Other	Totals	
Sammamish NW	1	6,404	335	144	40	0	4,893	2,923	7,816	
Sammamish NE	2	3,424	260	904	106	0	2,606	3,025	5,631	
Sammamish SW	3	2,975	251	123	251	319	2,356	1,770	4,126	
Sammamish SE	4	4,845	267	916	210	0	3,725	3,178	6,903	
Klah-FCRd	5	4,876	124	381	239	0	3,530	1,830	5,360	
<b>SR202Edge</b>	<b>6</b>	<b>620</b>	<b>197</b>	<b>10</b>	<b>47</b>	<b>0</b>	<b>478</b>	<b>1,306</b>	<b>1,784</b>	
Issaquah	60	15,560	13,780	1,109	0	1,400	9,603	39,633	49,236	
Redmond	70	35,208	39,932	762	823	500	10,580	34,705	45,285	
Other areas	80-200	1,618,010	887,929	0	0	0	171,731	241,094	412,825	
<b>Totals</b>		<b>1,691,921</b>	<b>943,075</b>	<b>4,348</b>	<b>1,716</b>	<b>2,219</b>	<b>209,502</b>	<b>329,464</b>	<b>538,966</b>	
City of Sammamish Subtotal		22,524	1,236	2,467	846	319	17,110	12,726	29,836	
<b>Sammamish+Growth Area Subtotal</b>		<b>23,144</b>	<b>1,434</b>	<b>2,477</b>	<b>893</b>	<b>319</b>	<b>17,588</b>	<b>14,032</b>	<b>31,620</b>	

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

### Trip End Summary by Trip Purpose Groups

AREA NAME	CODE	4 Work-based Trip Purposes			4 Home-Based Trip Purposes			Non-Home-Based Trips			All Trip Purposes Combined		
		Origins	Destin's	Totals	Origins	Destin's	Totals	ORIG6	DEST6	Totals	Origins	Destin's	Totals
Sammamish NW	1	309	2,287	2,596	2,311	1,946	4,257	518	445	963	3,138	4,678	7,816
Sammamish NE	2	329	1,278	1,607	1,750	1,481	3,231	422	371	793	2,501	3,130	5,631
Sammamish SW	3	452	1,121	1,573	1,119	955	2,074	255	224	479	1,826	2,300	4,126
Sammamish SE	4	336	1,778	2,114	2,161	1,791	3,952	446	391	837	2,943	3,960	6,903
Klah-FCRd	5	165	1,617	1,782	1,678	1,371	3,049	289	240	529	2,132	3,228	5,360
<b>SR202Edge</b>	<b>6</b>	<b>206</b>	<b>302</b>	<b>508</b>	<b>425</b>	<b>417</b>	<b>842</b>	<b>224</b>	<b>210</b>	<b>434</b>	<b>855</b>	<b>929</b>	<b>1,784</b>
Issaquah	60	12,548	6,493	19,041	9,367	10,217	19,584	5,288	5,323	10,611	27,203	22,033	49,236
Redmond	70	19,687	7,775	27,462	5,593	6,643	12,236	2,681	2,906	5,587	27,961	17,324	45,285
Other areas	80-93	78,029	62,543	140,572	12,486	12,872	25,358	4,410	4,562	8,972	94,925	79,977	174,902
<b>Totals</b>		<b>182,096</b>	<b>182,096</b>	<b>364,192</b>	<b>52,294</b>	<b>52,292</b>	<b>104,586</b>	<b>18,691</b>	<b>18,691</b>	<b>37,382</b>	<b>253,081</b>	<b>253,079</b>	<b>506,160</b>
City of Sammamish Subtotal		1,591	8,081	9,672	9,019	7,544	16,563	1,930	1,671	3,601	12,540	17,296	29,836
<b>Sammamish+Growth Area Subtotal</b>		<b>1,797</b>	<b>8,383</b>	<b>10,180</b>	<b>9,444</b>	<b>7,961</b>	<b>17,405</b>	<b>2,154</b>	<b>1,881</b>	<b>4,035</b>	<b>13,395</b>	<b>18,225</b>	<b>31,620</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

## LAND USE and TRIP GENERATION SUMMARY - PM PEAK HOUR

Sammamish Traffic Model

User Case Description:

<b>Forecast Year:</b>	<b>2025</b>
<b>2025 Pipeline</b>	
<b>Concurrency Test #14</b>	

### Trip End Summary for Work-Related Trip Purposes

		WK-HM	WK-HM	WK-DVT	WK-DVT	DVT-HM	DVT-HM	PKRD-HM	PKRD-HM	Totals	Totals
AREA NAME	CODE	ORIG1	DEST1	ORIG2	DEST2	ORIG3	DEST3	ORIG9	DEST9	Origins	Destin's
Sammamish NW	1	81	1,583	0	241	228	345	0	118	309	2,287
Sammamish NE	2	135	846	5	189	189	185	0	58	329	1,278
Sammamish SW	3	125	748	11	143	141	172	175	58	452	1,121
Sammamish SE	4	107	1,201	2	224	227	265	0	88	336	1,778
Klah-FCRd	5	50	1,172	0	115	115	247	0	83	165	1,617
SR202Edge	6	86	153	14	106	106	32	0	11	206	302
Issaquah	60	8,261	3,444	1,287	2,241	2,230	580	770	228	12,548	6,493
Redmond	70	15,079	5,249	2,808	1,525	1,525	756	275	245	19,687	7,775
Other areas	80-200	107,178	116,706	20,760	20,103	20,126	22,305	0	331	148,064	159,445
	<b>Totals</b>	<b>131,102</b>	<b>131,102</b>	<b>24,887</b>	<b>24,887</b>	<b>24,887</b>	<b>24,887</b>	<b>1,220</b>	<b>1,220</b>	<b>182,096</b>	<b>182,096</b>
City of Sammamish Subtotal		498	5,550	18	912	900	1,214	175	405	1,591	8,081
<b>Sammamish+Growth Area Subtotal</b>		<b>584</b>	<b>5,703</b>	<b>32</b>	<b>1,018</b>	<b>1,006</b>	<b>1,246</b>	<b>175</b>	<b>416</b>	<b>1,797</b>	<b>8,383</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.

### Trip End Summary for Home-Based Trip Purposes

		H-LOCL	H-LOCL	LOCL-HM	LOCL-HM	HM-REG'L	HM-REG'L	REG'L-HM	REG'L-HM	Totals	Totals
AREA NAME	CODE	ORIG4	DEST4	ORIG5	DEST5	ORIG7	DEST7	ORIG8	DEST8	Origins	Destin's
Sammamish NW	1	1,269	568	842	1,194	200	0	0	184	2,311	1,946
Sammamish NE	2	679	747	967	638	104	0	0	96	1,750	1,481
Sammamish SW	3	617	287	409	585	93	0	0	83	1,119	955
Sammamish SE	4	969	738	1,043	916	149	0	0	137	2,161	1,791
Klah-FCRd	5	891	387	634	843	153	0	0	141	1,678	1,371
SR202Edge	6	132	281	279	122	14	0	0	14	425	417
Issaquah	60	2,331	7,065	6,127	2,231	405	537	504	384	9,367	10,217
Redmond	70	1,877	4,104	2,999	1,810	329	415	388	314	5,593	6,643
Other areas	80-200	14,140	8,728	8,412	13,373	2,516	3,010	2,822	2,360	27,890	27,471
	<b>Totals</b>	<b>22,905</b>	<b>22,905</b>	<b>21,712</b>	<b>21,712</b>	<b>3,963</b>	<b>3,962</b>	<b>3,714</b>	<b>3,713</b>	<b>52,294</b>	<b>52,292</b>
City of Sammamish Subtotal		4,425	2,727	3,895	4,176	699	0	0	641	9,019	7,544
<b>Sammamish+Growth Area Subtotal</b>		<b>4,557</b>	<b>3,008</b>	<b>4,174</b>	<b>4,298</b>	<b>713</b>	<b>0</b>	<b>0</b>	<b>655</b>	<b>9,444</b>	<b>7,961</b>

Caution: Totals given do not include all trips in the Puget Sound region. Trips beyond Sammamish Planning Area are discounted, approaching zero in adjacent counties.