

## Issaquah-Fall City Road Improvements Project

### Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School

---



#### Overview

The Issaquah-Fall City Road Improvements Project team held a community workshop on Thursday, May 12, 2016 from 6 to 8 p.m. at Pacific Cascade Middle School. The project team estimated that over 100 members of the public attended the meeting, with 91 attendees having signed-in at the welcome station.

The purpose of the workshop was to share information about the project purpose, timeline and preliminary designs and to identify community priorities and concerns. The design team committed to using community feedback to help inform the preliminary design alternatives presented at meeting two of the workshop series.

#### Staff

Staff from the City of Sammamish and the consultant team (Lochner and EnviroIssues) attended the public meeting in order to facilitate the meeting, answer the community's questions, staff the open house stations and document attendee feedback.

- Sam Park (City of Sammamish)
- Andrew Zagars (City of Sammamish)
- Steve Leniszewski (City of Sammamish)
- Jim Grueber (City of Sammamish)
- Cheryl Paston (City of Sammamish)
- Steve Lewis (Lochner)
- Mark Burrus (Lochner)
- Rich Meredith (Lochner)
- Molly Toy (Lochner)
- Kristine Edens (EnviroIssues)
- Kerri Franklin (EnviroIssues)
- Kelly Foley (EnviroIssues)

#### Notifications

Community notifications for the May 12 meeting included the following:

- Postcards sent to 16,283 residences and businesses the week of April 25, 2016 to provide information about the project and encourage attendance at the upcoming community workshop. Map of mailing area is available in Appendix A.
- Electronic message board placed on the south side of Issaquah-Fall City Road to advertise the community workshop.
- Stakeholder interviews, which provided an opportunity to personally invite key interested parties the corridor and encourage them to reach out to their constituents to advertise the upcoming community workshop.

## Issaquah-Fall City Road Improvements Project

### Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



- Email notification sent to interested stakeholders and local organizations following stakeholder interviews which included an invitation to the meeting and a .PDF of the community workshop poster.
- Posters distributed to advertise the workshop at the following community gathering locations:
  - Vedic Cultural Center
  - Issaquah Community Center
  - Sammamish YMCA
  - Sammamish City Hall
  - Issaquah City Hall
  - Klahanie Starbucks
  - King County Public Library – Sammamish Branch

#### Presentation

The project team first welcomed attendees to the workshop and invited them to join the team for a 20-minute presentation to set the stage for the project purpose, timeline and opportunities for public input. The presentation covered the following topics:

- Project timeline and overview
- Current corridor context and traffic data
- Project goals
- Preliminary roadway and intersection design
- Culvert replacement at North Fork Issaquah Creek

#### Question and Answer Session

A 10-minute question and answer session followed the initial presentation at the workshop. The purpose of this section of the meeting was to answer clarifying questions about the presentation and answer questions that were likely common questions held by workshop attendees. The following questions were asked by workshop attendees. Answers were provided by project team staff.

- Do the preliminary roadway designs take projected future growth into account?
  - Yes, the current day traffic counts will be used to model 20 to 25-year traffic projections. These projections will then be used to determine which roadway design options would limit traffic congestion now and into the future.
- Are roadway widths known for each preliminary design option?
  - Yes, this information is available at on the display boards at the roadway design station. Electronic versions of the display boards will also be posted to the project website following the workshop.
- I live close to Klahanie Drive SE and currently experience noticeable traffic noise. Have impacts such as noise, dust, and dirt been taken into account for each design?
  - Yes, considerations of noise, dust and dirt in Phase I from roadway construction and operations will be considered as design progresses. We will take the same considerations into account during Phase II design.

## Issaquah-Fall City Road Improvements Project

### Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



- How does the City decide whether private property will be impacted?
  - In Phase I, most improvements can be made within the existing right-of-way. The City of Sammamish will consider impacts on a case-by-case basis and will communicate with individual property owners about any potential impacts as early in the process as possible.
- How do you determine right-of-way width?
  - Right-of-way widths are pre-existing and based on original property boundaries that were determined when the roadway was built. The right-of-way width varies throughout the corridor.
- How will children be able to cross the road at roundabouts to get to school?
  - There are a number of options available to create safe pedestrian crossings at roundabouts. The City is considering a number of options to ensure safe crossing, including active path control, rectangular rapid-flashing beacons, and a signal activated only by pedestrian crossing. The design team anticipates that the pedestrian crossing would likely be on one side of the roundabout only to enhance safety.
- When will we know if the project will exceed the existing right-of-way for Phase I and Phase II?
  - The design team will have a better idea of impacts, if any, to private property when the preferred alternatives are known at major intersections.

#### **Open House**

A 90-minute open house followed the presentation and question and answer session. Attendees visited stations set up around the room to learn more about the project and preliminary designs and provide feedback on priorities for the new roadway. Participants were able to ask questions of project design team members. Attendees also had the opportunity to provide written comments for the project team.

#### **Feedback**

Workshop attendees were asked to provide feedback on preliminary roadway designs, intersection designs, and roadway designs at the North Fork Issaquah Creek crossing. Attendees were asked to place a dot sticker on their preferred option at each feedback station and were able to provide additional comments by writing on the boards or post-it notes. Additional feedback gathered through conversations between community members and project staff were also noted on the feedback boards and flip charts. Some attendees also chose to provide feedback on culvert replacement options. Photos of feedback boards and flipcharts are available in Appendix B.

#### Key priorities and interests

Below are five key priorities and interests shared by the community and identified on the feedback boards.

- Preference for a 5-lane roadway with a buffered or protected bike lane throughout the corridor.

# Issaquah-Fall City Road Improvements Project

## Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



- No clear preference for roadway design at North Fork Issaquah Creek crossing between the “standard 5-lane with buffered bike lane” option and the “sidewalk and lighting only on north side” option.
- No clear preference for roundabouts or traffic signals. Priority is to use design option that keeps traffic moving.
- Concern for pedestrian and child safety along the corridor, specifically at the 247<sup>th</sup> Pl. SE intersection.
- Interest in protecting green space and keeping existing trails where possible.

Provided below is the total number of preference dot stickers and a transcription of comments received for each feedback board.

*Note: feedback is representative of attendees and does not necessarily represent the viewpoints of the entire community.*

### Roadway Design

Option	Number stickers received	Comments received
Standard 5-lane design	4	<ul style="list-style-type: none"> <li>• Where is the Klahanie Trail?</li> <li>• Only need sidewalk on north side. Between Klahanie and school (all options)</li> <li>• Not voting – don’t like any of these options.</li> <li>• Where is the minimalist option;’ cars down the road and keep green trees</li> <li>• Consider quiet pavement material to reduce noise</li> </ul>
Standard 5-lane design with buffered bike lanes	32	<ul style="list-style-type: none"> <li>• Where is the Klahanie Trail?</li> <li>• Add a curb to the buffer for bike isolation</li> <li>• Turn lane works better for emergency vehicle access during moderate to heavy traffic</li> <li>• No median! Include center turn lane – maximize capacity – minimize delays!</li> <li>• Sidewalk on south side</li> </ul>
Standard 4-lane section with meandering sidewalk and center median	6	<ul style="list-style-type: none"> <li>• Why does median need to be 12’?</li> <li>• Where is the Klahanie Trail?</li> <li>• How to enter my drive if there is a median?</li> <li>• What about noise control for homes along Klahanie and Issaquah-Fall City Road?</li> </ul>

# Issaquah-Fall City Road Improvements Project

## Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



Standard 4-lane section with shared-use path on North side and center median	2	<ul style="list-style-type: none"> <li>• Suboptimal design by definition when Phase I and Phase II are independent</li> <li>• Where is the Klahanie Trail?</li> <li>• Median looks nice but takes maintenance and water \$\$</li> <li>• Shared-use path would be great for young bike riders and families going to and from school. Could you also have a buffer bike path for more serious adult bike riders. Both have benefit</li> <li>• Phase III Beaver Lake to 202!</li> </ul>
Standard 5-lane section with protected bike lanes	17	<ul style="list-style-type: none"> <li>• Bike lane with buffer</li> <li>• Where is the Klahanie Trail?</li> <li>• Klahanie Trail on S side sidewalk on N side</li> <li>• One sidewalk only</li> <li>• No median! Maximize capacity!</li> </ul>

### Intersection Options

Intersection Option	Number stickers received	Comments received
<b>242nd Ave SE</b>		
Unchanged	23	<ul style="list-style-type: none"> <li>• Flashing lights should be enough excepting during church traffic times</li> <li>• There is too much traffic at peak times for a roundabout to help</li> <li>• As long as you have two-way turn lane in middle</li> <li>• Roundabouts are dangerous to pedestrians and bicycle in moderate to heavy traffic</li> <li>• Love the bridge idea</li> </ul>
Roundabout	31	<ul style="list-style-type: none"> <li>• Roundabout not needed, too expensive</li> <li>• Whichever option would make it better during morning peak</li> <li>• Bridge or tunnel for school crossing? Safer for kids and shortens lights. Please consider bike and pedestrian access</li> <li>• Roundabout help traffic flow safely and efficiently!</li> </ul>
<b>Klahanie Dr SE</b>		
Signal with dedicated left-turn lane	21	<ul style="list-style-type: none"> <li>• Dedicated left out of 252nd SE private road</li> </ul>
Roundabout	32	<ul style="list-style-type: none"> <li>• Slip lane</li> </ul>

# Issaquah-Fall City Road Improvements Project

## Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



		<ul style="list-style-type: none"> <li>• Slip lane</li> </ul>
247th PI SE		
Signal	27	<ul style="list-style-type: none"> <li>• Add left-turn from westbound yellow arrow!!</li> <li>• Pattern activated signal gives optimal efficiency; roundabout – space and cost constraints aren't cost-effective for the benefit; less congestion; school to west/south, south and north to school off-peak</li> <li>• Flashing yellow left turn signal to turn into Hunter's Ridge</li> <li>• Make the straight and left-turn lanes common on 247th rather than right turn straight lanes</li> <li>• Roundabouts are dangerous near school entrance. Drivers have to watch two directions and then eventually a kid approaches on a bike, sudden stops and collision. Better to have light or bridge.</li> <li>• What about pedestrian traffic to school?</li> </ul>
Roundabout	25	<ul style="list-style-type: none"> <li>• Love the bridge idea!!!</li> <li>• Bridge for school kids to cross! Or tunnel</li> <li>• Please consider bike and pedestrian flow/access</li> <li>• Concerned at left turn from 247th to IFC road and pedestrians</li> <li>• Roundabout is too small to handle traffic flow at peak times</li> </ul>

### Roadway Design at North Fork Issaquah Creek

Option	Number stickers received	Comments received
Standard 5-lane with buffered bike lane	26	<ul style="list-style-type: none"> <li>• Where is the Klahanie Trail?</li> <li>• Like this option but without amenity zone</li> <li>• 25-30 years ago Klahanie Trail buffer zone was for future road widening</li> <li>• Curb is better to stop cars clipping cyclists</li> <li>• Bike lane buffer but only one sidewalk</li> <li>• Do you need lights on both sides? One side</li> <li>• One not two sidewalks – keep bike lane buffers</li> <li>• I love the bike buffer but the southern sidewalk is not necessary</li> <li>• Like the bike buffer</li> </ul>

## Issaquah-Fall City Road Improvements Project

### Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



Sidewalk on north side and lighting on both sides	8	<ul style="list-style-type: none"> <li>Optimal space and cost for same number of lanes</li> <li>Where is the Klahanie Trail?</li> </ul>
Sidewalk and lighting only on north side	25	<ul style="list-style-type: none"> <li>Would still fit in right-of-way</li> <li>This option with buffered bike lane</li> <li>Best to preserve trails and stream appearance and make road more natural at this point</li> <li>I put a dot here because of the buffered bike lane but I'm more in favor of sidewalk on one side.</li> <li>Where is the Klahanie Trail?</li> <li>Needs bike lane buffer</li> <li>Optimal space left for same number of lanes; still meets pedestrian demands</li> <li>Concerned about bed and bike safety with 30 foot drop off to creek</li> </ul>
Facilities on both sides	5	<ul style="list-style-type: none"> <li>Hopefully trail exists upon widths of entire road</li> <li>Where is the Klahanie Trail?</li> </ul>

#### Culvert Replacement

Option	Number stickers received	Comments received
Steel arch culvert	1	<ul style="list-style-type: none"> <li>Which culvert option can be done w/ full or partial closure</li> <li>Culvert replacement = what works for the road AND the habitat + species</li> <li>Bring up sag in road at culvert</li> <li>Reduce the steep down/up grade at creek</li> <li>Cost comparison b/w options? What will cost be?</li> <li>Let engineers, etc/ decide best culvert replacement options based on data &amp; costs</li> <li>Level up culvert</li> </ul>
Precast concrete box culvert	13	
Bridge	7	

#### General Feedback and Roadway Vision

Additional feedback was provided on flipcharts for the vision for Issaquah-Fall City Road. Comments received include the following:

- Improving driving experience, w/ sidewalks, turn lanes, and bike lanes
- That it represent a very friendly welcome to the City of Sammamish ☺

## Issaquah-Fall City Road Improvements Project

### Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School

---



- Improve traffic flow – make access to emergency vehicles better – over the ENTIRE ISS-FC Rd/Duthie Hill Rd throughout ALL of the City of Sammamish!
- Accommodates walkers/pedestrians and bikes better
- @ major student crossing = traffic light (✓ for endeavor)
- Lightrail & transit & to transit center
- Interim needs: traffic signal timing adjustments
- Open up “upstream” egress from larger feeder neighborhoods like Trossachs so drivers have alternatives during construction (Beaver Lake Drive to the back side of Trossachs for example)
- Look at signal timing to improve congestion b/w Klahanie & Beaver Lake
- Trails- Klahanie Trails, will it go away with new sidewalk?
- No median
- How do bike lanes feed safely into roundabouts?
- Reduce grade on 247th Place Xing
- Don't finalize (adopt) the design of Phase 1 before you at least begin looking at the design for Phase 2

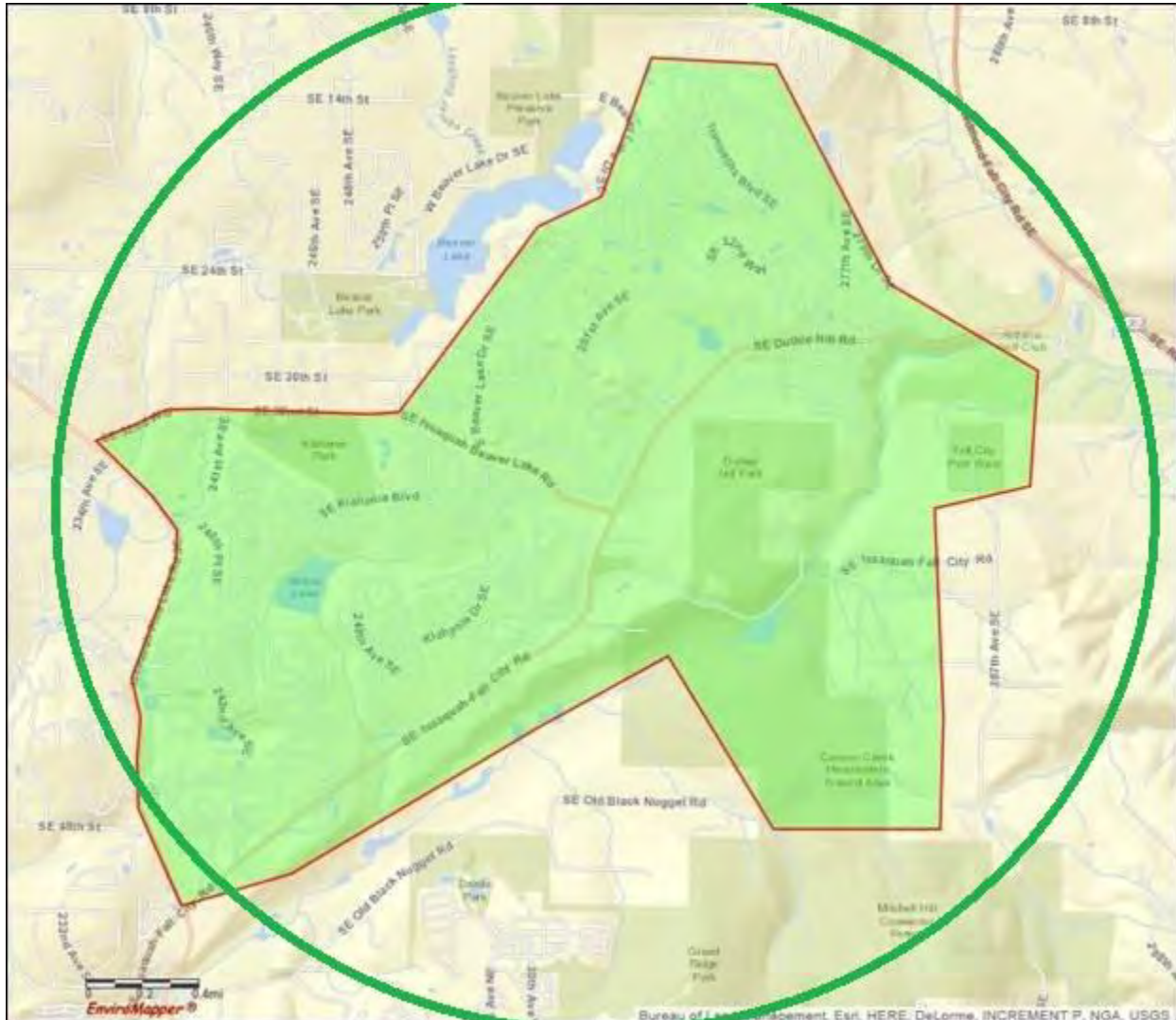


**Issaquah-Fall City Road Improvements Project  
Community Workshop #1 Summary**

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



**Appendix A: Notification mailing area map**





**Appendix B: Feedback board and flipchart photos**

Which roadway option do you prefer? (Options 1 – 3)

City of Sammamish  
**Issaquah-Fall City Road Improvements Project**  
 Phase I Design: 242nd Avenue SE to Klahanie Drive SE

*Where is the minimal cost? Cars down the road + keep green trees*

### Which roadway option do you prefer?

Place your dot and comments here

*WHERE IS THE REMAINE TRAIL?*

*Only need sidewalk on North side Before Release + School (offroad)*

*Not doing - Best like any of these plans*

*CONSIDER QUIET PAVEMENT MATERIAL to reduce noise*

**Option 1 - Standard 5-Lane Design**

Place your dot and comments here

*NO MEDIAN! INCLUDE CENTER TURN LANE. MAXIMIZE CURB CUT - PAVEMENT PERFORM!*

*WHERE IS THE REMAINE TRAIL?*

*CONSIDER QUIET PAVEMENT MATERIAL to reduce noise*

**Option 2 - Standard 5-Lane Design with Buffered Bike Lanes**

Place your dot and comments here

*WHERE IS THE REMAINE TRAIL?*

*CONSIDER QUIET PAVEMENT MATERIAL to reduce noise*

*NO MEDIAN! INCLUDE CENTER TURN LANE. MAXIMIZE CURB CUT - PAVEMENT PERFORM!*

*CONSIDER QUIET PAVEMENT MATERIAL to reduce noise*

*add a curb to the curb on bike side*

*sidewalk on south side*

*cont.*

**Option 3 - Standard 4-Lane Section with Meandering Sidewalk and Center Median**

Place your dot and comments here

*Why does median need to be 12'?*

*WHERE IS THE REMAINE TRAIL?*

*How to end my drive & there is a median!*

*What about NO. 11 lanes for home many Klahanie residents can road*

*2nd THAT*

Which roadway option do you prefer? (Options 4 – 5)

City of Sammamish  
**Issaquah-Fall City Road Improvements Project**  
 Phase I Design: 242nd Avenue SE to Klahanie Drive SE

## Which roadway option do you prefer?

---

**Option 4 - Standard 4-Lane Section with Shared-Use Path on North Side and Center Median**

12' SHARED USE PATH, 8' AMENITY ZONE (includes curbs), 8' BIKE LANE, 11' LANE, 11' MEDIAN, 11' LANE, 8' BIKE LANE, 8' AMENITY ZONE (includes curbs), 6' SIDEWALK

Place your dot and comments here

Suboptimal! Signal by intersection when Phase 2 of the Plan is independent

Median looks nice but also wanting the center 8'

WHERE IS THE KLAHANIE TRAIL?

shared use path would be great for getting to school from bus stop in case you don't have a car. Also good for walking to school. But what about the bike lane? Will that be better?

---

**Option 5 - Standard 5-Lane Section with Protected Bike Lanes**

6' SIDEWALK, 8' AMENITY ZONE (includes curbs), 8' BIKE LANE, 8' RAIN GARDEN, 11' LANE, 11' MEDIAN, 11' LANE, 8' BIKE LANE, 8' RAIN GARDEN, 8' AMENITY ZONE (includes curbs), 6' SIDEWALK

Place your dot and comments here

WHERE IS THE KLAHANIE TRAIL?

One sidewalk only

NO MEDIAN MAXIMIZE CAPACITY!

KLAHANIE TRAIL ON S SIDE SIDEWALK ON N SIDE

BIKE LANE / AMENITY

All designs shown are conceptual and preliminary for discussion purposes only





Which option do you prefer for the intersection at 242nd Avenue SE?

City of Sammamish  
**Issaquah-Fall City Road Improvements Project**  
 Phase I Design: 242nd Avenue SE to Klahanie Drive SE

### Which option do you prefer for the intersection at 242nd Avenue SE?

*650 Ben's Sales & Chalk*

#### Option 1 - Unchanged

- Improvements to the east of the roadway are likely to fit within the existing right-of-way
- Two through travel lanes

Place your dot and comments here

*There is too much traffic at peak times for a roundabout to help*

*As long as you have flow way turn lane in middle*

*Stopping rights should be exempt except during closed traffic times*

All designs shown are preliminary for discussion purposes only

#### Option 2 - Roundabout

- Reduces pavement width and stormwater requirements (note: consecutive roundabouts would eliminate the need for a center turn lane and reduce pavement width throughout the corridor)
- Two-lane roundabout

Place your dot and comments here

*BRIDGE OR TUNNEL FOR SCHOOL CROSSING?*

*SAFER FOR KIDS AND SHORTER LIGHTS.*

*PLEASE CONSIDER DIKE AND PEDESTRIAN ACCESS*

*Roundabouts help traffic flow safely + efficiently!*

*Roundabout NOT needed too expensive*

*When you have a lot of traffic*

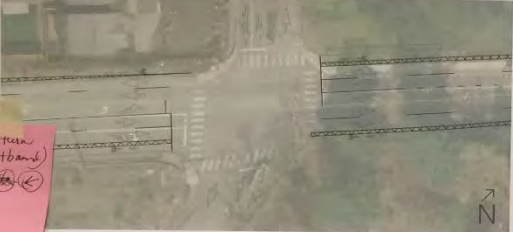


Which option do you prefer for the intersection at 247th Place SE?

City of Sammamish  
Issaquah-Fall City Road Improvements Project  
Phase I Design: 242nd Avenue SE to Klahanie Drive SE

## Which option do you prefer for the intersection at 247th Place SE?

### Option 1 - Signal



**ADD left turn from westbound yellow arrow!!**

- Improvements to the east of the roadway are likely to fit within the existing right-of-way
- Two through travel lanes

**Flashing yellow left turn signal at 247th turns into Harbors Edge**

**Make the straight and left turn lanes coming on 247th wider than right turn straight lane.**

**Fit Parallel Bridge at 247th Intersection For Four-Quadrant Traffic**

Place your dot and comment

**Roundabouts are dangerous near school zones - need design team to work 247th + the school a lot of space on both sides - design to have left or right**

**\* Better detoured signal size optimal efficiency -**

**\* Roundabout - space and cost constraints need consideration for the area.**


**\* Less congestion**

**\* Kid friendly signal**

**\* Safety**

**wait for Pedestrian traffic to school?**

### Option 2 - Roundabout



- Reduces pavement width and stormwater requirements (note: consecutive roundabouts would eliminate the need for a center turn lane and reduce pavement width throughout the corridor)
- Two-lane roundabout

**Love the bridge idea!!**

**BRIDGE FOR SCHOOL KIDS TO CROSS! OR TUNNEL**

**PLEASE CONSIDER BIKE AND PEDESTRIAN FLOW/ACCESS**

**Consider left turn from 247th to the road @ peak times**

**Roundabout is too small to handle traffic flow at peak times**

Place your dot and comments here

All design for discussion purposes only

May 2016





Which option do you prefer for the intersection at Klahanie Drive SE?

City of Sammamish  
**Issaquah-Fall City Road Improvements Project**  
 Phase I Design: 242nd Avenue SE to Klahanie Drive SE

### Which option do you prefer for the intersection at Klahanie Drive SE?

**Option 1 - Signal with dedicated left-turn lane**

- Two left turn lanes from eastbound Issaquah-Fall City Road to northbound Klahanie Drive SE

DEDICATED LEFT-TURN LANE FOR NB KLAHANIE DRIVE

Place your dot and comments here

**Option 2 - Roundabout**

- Reduces pavement width and stormwater requirements (note: consecutive roundabouts would eliminate the need for a center turn lane and reduce pavement width throughout the corridor)
- Two-lane roundabout

Place your dot and comments here

All designs shown are conceptual and preliminary for discussion purposes only

May 2016

# Issaquah-Fall City Road Improvements Project

## Community Workshop #1 Summary

Thursday, May 12, 2016, 6 – 8 p.m., Pacific Cascade Middle School



Which roadway option do you prefer at the creek crossing? (Option 1 – 2)

### Which roadway option do you prefer at the creek crossing?

City of Sammamish  
Issaquah-Fall City Road Improvements Project  
Phase I Design: 242nd Avenue SE to Klahanie Drive SE

Option 1 - Standard 5-Lane with buffered bike lane

Option 2 - Sidewalk on north side and lighting on both sides

Place your dot and comments here

Place your dot and comments here

*Where is the remaining traffic?*

*Like this option but with remaining view*

*2-lane buffer but only one side*

*Open Space Sidewalk Tree Planting*

*25-30 feet ago (where) that buffer zone was the road width roadway*

*CONC IN BUFFER TO STOP CAR COLLISIONS*

*Do you need lights on both sides?*

*I Love the bike buffers but the southern sidewalk is not necessary*

*Like the bike buffers*

*Although more expensive, it has necessary functionality!*

All designs shown are conceptual and preliminary for discussion purposes only.





Which roadway option do you prefer at the creek crossing? (Option 3 – 4)

City of Sammamish  
**Issaquah-Fall City Road Improvements Project**  
 Phase I Design: 242nd Avenue SE to Klahanie Drive SE

### Which roadway option do you prefer at the creek crossing?

Option 3 - Sidewalk and lighting on north side

Place your dot and comments here

Option 4 - Facilities on both sides

Place your dot and comments here

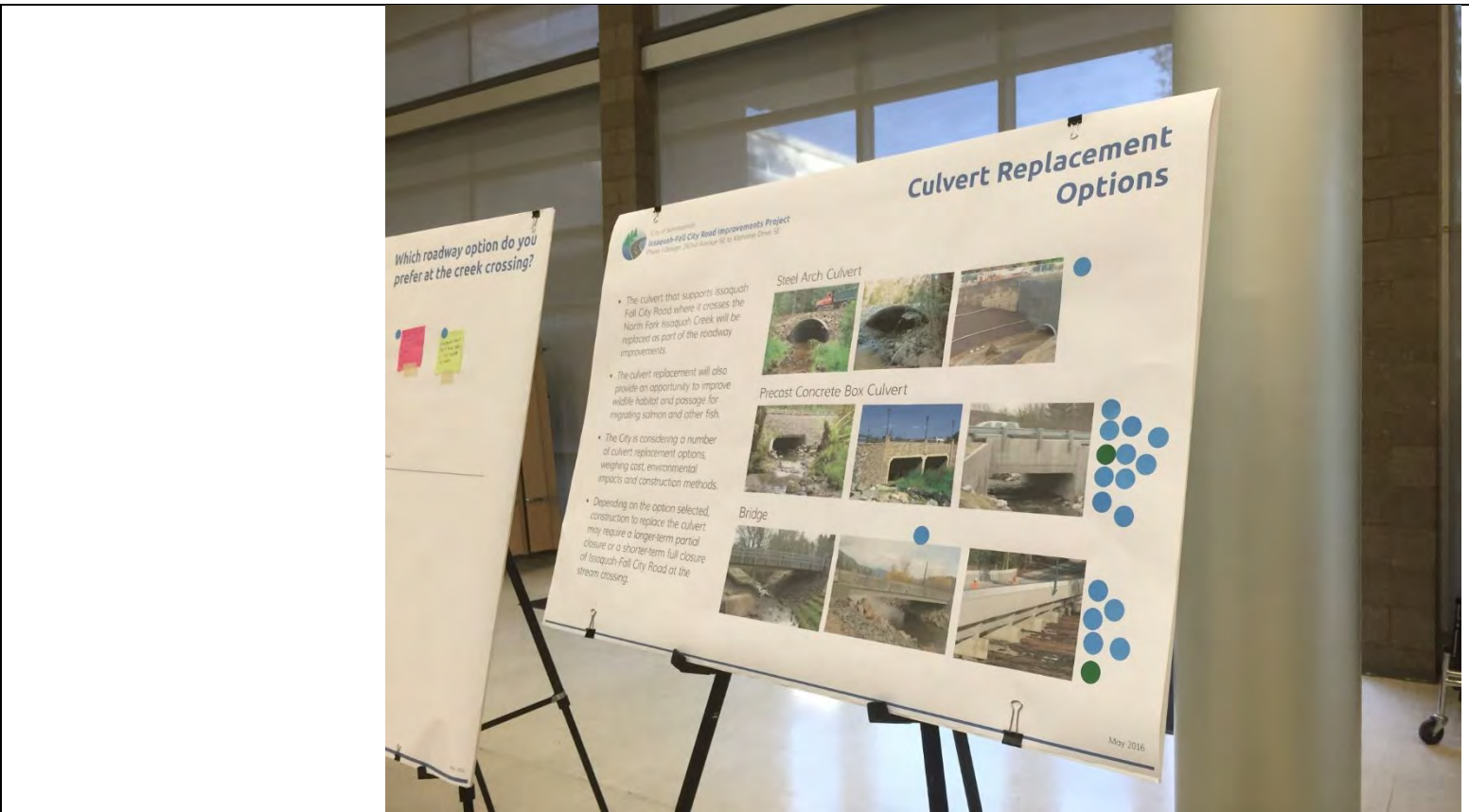
*Handwritten notes on Option 3:*  
 - "won't still fit w/in ROW" (with arrow pointing to the diagram)  
 - "this option w/ buffered bike lane?" (with arrow pointing to the bike lane area)  
 - "Point to preserve trees + stream appearance + make road more rural at this point"

*Handwritten notes on Option 4:*  
 - "Hopefully trail exists upon widths of creek bed"

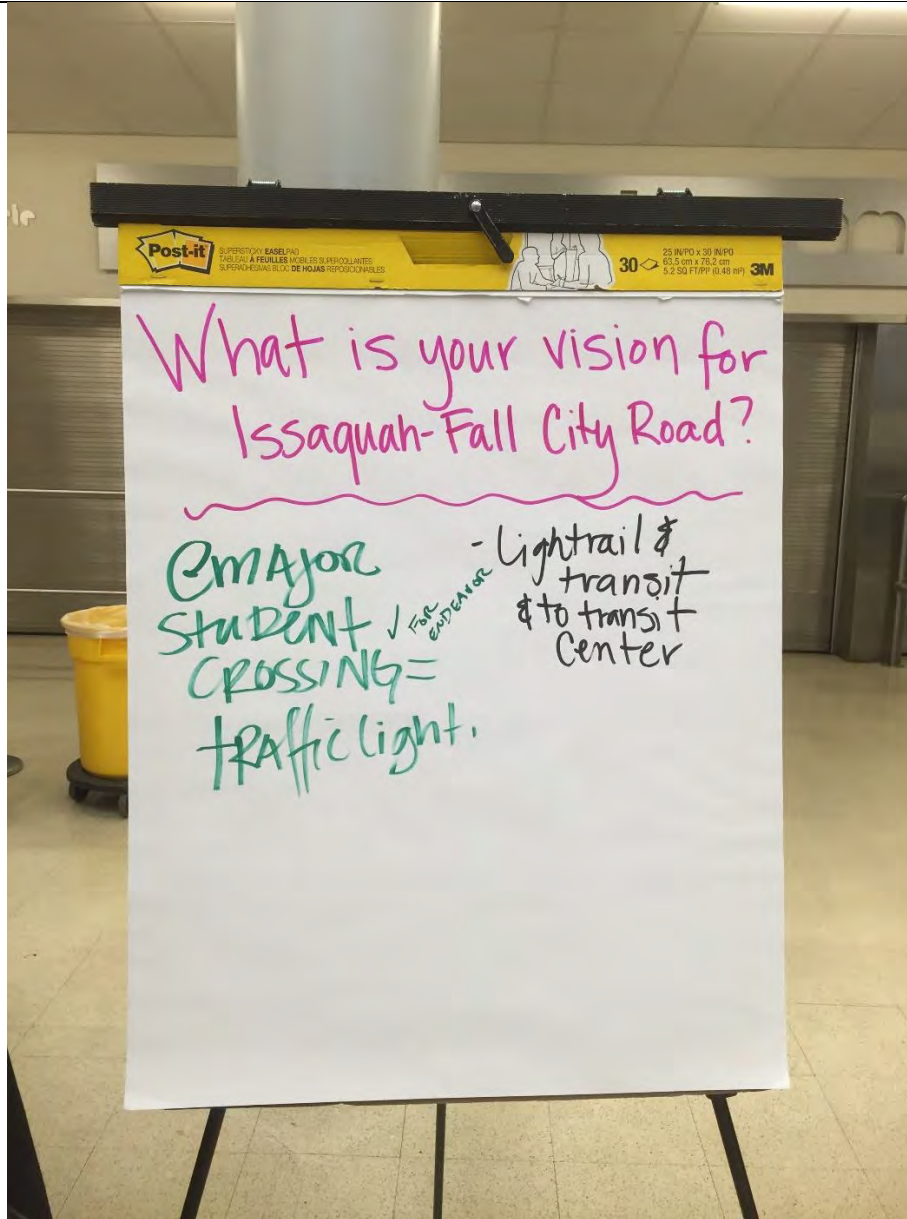
*Sticky notes:*  
 - "WHITE IS THE NEIGHBORHOOD - ERIC"  
 - "I'm not a fan of the look of the white line, but I'm not a fan of the look of the bike lane either."  
 - "I would prefer a more rural look."  
 - "Concern about 750 + trees being cut + 400' response to creek."



Culvert options

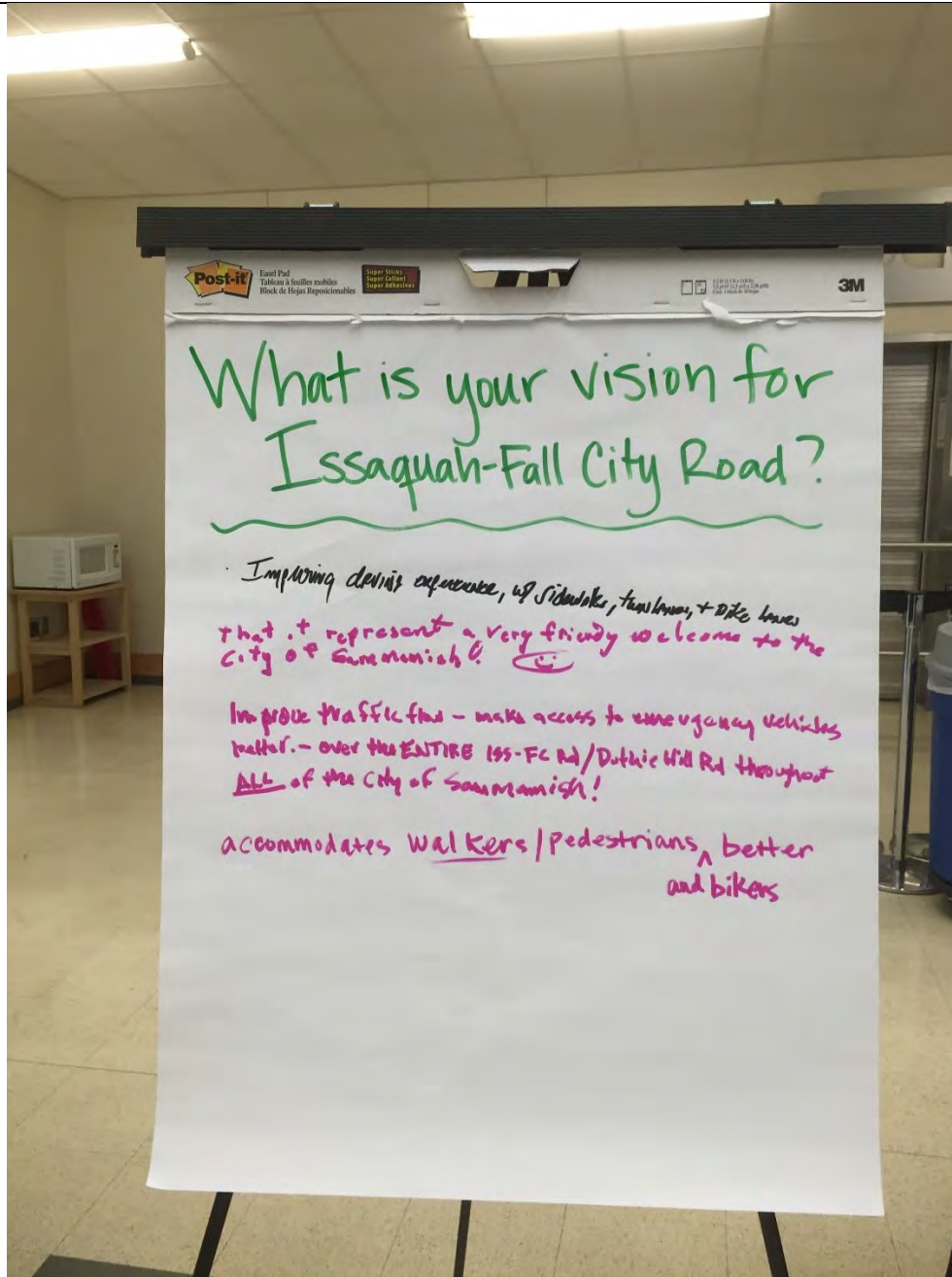


Flipchart:  
What is  
your vision  
for  
Issaquah-  
Fall City  
Road?





Flipchart:  
What is  
your vision  
for  
Issaquah-  
Fall City  
Road?



# What is your vision for Issaquah-Fall City Road?

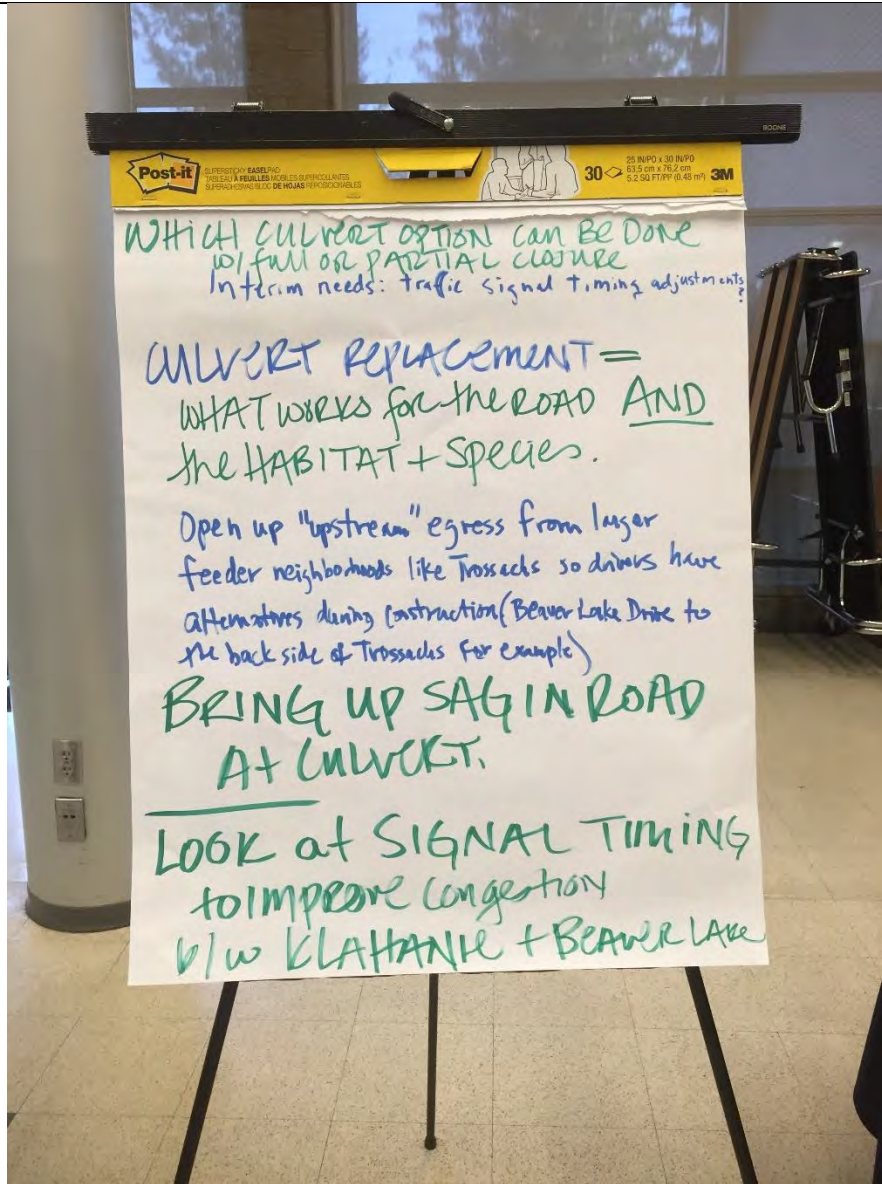
Improving driver experience, w/ sidewalks, turn lanes, + bike lanes  
that + represent a very friendly welcome to the  
City of Sammamish! 😊

Improve traffic flow - make access to emergency vehicles  
better. - over the ENTIRE Iss-Fc Rd/Duhic Hill Rd throughout  
ALL of the City of Sammamish!

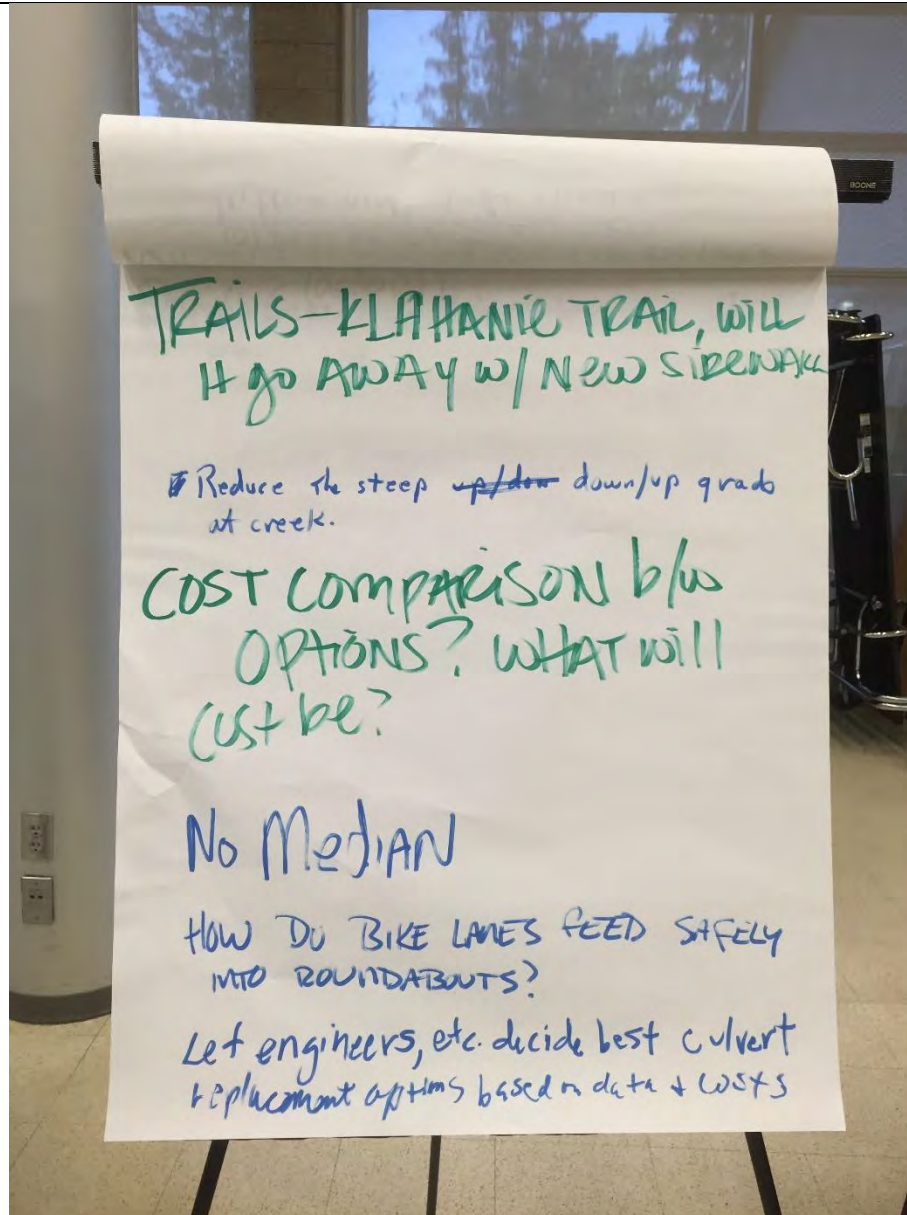
accommodates Walkers / Pedestrians, better  
and bikers



Flipchart:  
General  
feedback



Flipchart:  
General  
feedback



Flipchart:  
General  
feedback

