



in association with



Date: November 28, 2016

To: Jim Carothers, PE
City of Camas

From: Richard Darland, PE

Re: **Camas Transportation Corridors Study**
Summary of Planning Commission Meeting Comments

Overview

HDJ presented the Camas Corridors Study to the City of Camas Planning Commission at the regular meeting on October 18, 2016. The presentation covered two separate corridors that connect on the north side of Camas.

The first corridor is the NW 6th Avenue / Everett Street (SR 500) Corridor, and the second is the Lacamas North Shore arterial.

The 6th Avenue / Everett Street (SR 500) corridor was divided into six segments according to similar development patterns and roadway characteristics. The segments are as follows:

- Segment 1- NW 6th Avenue (SR 14 to NE Adams Street)
- Segment 2 – NE 6th Avenue (NE Adams Street to NE Garfield Street)
- Segment 3 – SR 500/NE Garfield Street/NE 14th Avenue (NE 6th Avenue to NE Everett Street)
- Segment 4 – SR 500/NE Everett Street (NE 14th Avenue to NE 23rd Avenue)
- Segment 5 – SR 500/NE Everett Street (NE 23rd Avenue to NW Lake Road)
- Segment 6 – SR 500/NE Everett Street (NW Lake Road to NE 3rd Street)

Planning Commission Comments

6th Avenue / Everett Street (SR 500) corridor

- Segment 1- NW 6th Avenue (SR 14 to NE Adams Street)
 - One of the recommendations is to study a 'road diet' which would reconfigure the segment to have 1 travel lane in each direction with the center left turn lane rather than the current configuration of 2 travel lanes in each direction with no turn lanes.
 - There is some concern related to a potential loss of capacity
 - Vice Chair Troy Hull expressed that while the corridor may lose a little capacity, the gains in multi-modal capacity and safety may offset these.
 - There was some discussion about the importance of complete streets and providing bike lanes and sidewalks along the City's arterials.

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- There may need to be some additional analysis on current truck speeds that climb the hill from Adams Street to SR 14. Current estimates are about 2% truck traffic in the afternoon peak.
- Segment 2 – NE 6th Avenue (NE Adams Street to NE Garfield Street)
 - 6th Avenue / Dallas Street Intersection – which street should be stop controlled? Although 6th Avenue is the main arterial, the current configuration with 6th Avenue being stop controlled is currently working without significant impacts to capacity and may also serve to keep speeds lower on 6th Avenue. Sight distance concerns on Dallas indicate that it should not be stop controlled at the present time. This intersection should be monitored over the next few years as properties redevelop to determine if it should be converted to 4-way stop control.
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- Segment 3 – SR 500/NE Garfield Street/NE 14th Avenue (NE 6th Avenue to NE Everett Street)
 - There is a proposal in the TIF Update study to close the west and south legs of the NE 14th Avenue / NE Everett Street intersection. This recommendation was not studied in detail, but was included to be consistent with the TIF study. There are concerns from the Planning Commission that this may make it even more difficult to access NE Everett Street from NE 15th Avenue and NE 17th Avenue during the evening peak and at the end of the school day.
 - The crosswalk at NE 15th Avenue is heavily used. Recommend a pedestrian count be completed at this location in the afternoon (2pm to 6pm). This location might warrant an enhanced crosswalk.
- Segment 4 – SR 500/NE Everett Street (NE 14th Avenue to NE 23rd Avenue)
 - There were no specific questions about this segment.
- Segment 5 – SR 500/NE Everett Street (NE 23rd Avenue to NW Lake Road)
 - The intersection at NE Everett Street and NW Lake Road is a significant restriction to the capacity of the corridor. The Planning Commission acknowledges the need for some type of improvement at this location.
 - The study recommends a roundabout with additional turn lanes to accommodate the evenly split traffic volumes. There was some discussion on how pedestrians and bikes navigate a roundabout, and with consistent volumes, would there be acceptable gaps for bike and pedestrians to cross the street.
 - The cross-country teams use this location to cross the street from the Heritage Trail to Round Lake Park during training runs.
- Segment 6 – SR 500/NE Everett Street (NW Lake Road to NE 3rd Street)
 - The Study recommends considering roundabouts at several intersections along the corridor. The roundabouts could be implemented with either a three lane arterial section with center left turn lane, or two lane section with center median.
 - There was some discussion about the relative merits of roundabouts vs. signalized intersections.
 - It was agreed that the location of a second comprehensive high school will have a big impact on the traffic in the corridor.

- These options should continue to be considered as this area of the City continues to develop.

Lacamas North Shore Arterial

The team presented the alignment and connection points for the proposed arterial through the north shore area. No comments or concerns were expressed by the Planning Commission.