

Lauren Hollenbeck

From: Jim Hodges
Sent: Friday, January 10, 2020 5:16 PM
To: geoffrog@msn.com
Subject: Lake & Everett Traffic Study
Attachments: Lake Rd & Everett FINAL Traffic Report - 20190819.pdf; Project Overview Presentation graphic 2019-11.jpg

Hello Tara –

Great phone call this afternoon. Sincere thanks for the interest and clear description of your concerns. I have attached the traffic study that we discussed. I have also attached a recent image of the intersection improvement design for your use. I am currently looking for specific information on the trees that you have requested and hope to forward that to you in a separate e-mail on Monday or Tuesday of next week.

As I mentioned, I have fielded similar questions from other residents of your development, although the concerns that I heard seemed to be related to southbound traffic stacked-up from the existing signalized intersection at Lake & Everett north across the bridge and beyond NE 35th Avenue. So I'm including some of the narrative immediately below that was part of two other e-mailed responses I sent earlier this week to residents of V@RL. I hope this provides some useful information.

As the traffic signal operates now, traffic flow on Everett is stopped to allow vehicles from Lake Road to turn left or right onto Everett Street. During this signal phase, vehicles stack-up on Everett Street until the signal changes and releases traffic moving north and south on Everett. The effect of the signal stopping traffic in all directions is to create a "platoon" of vehicles heading north and south once the signal turns green. Sometimes this stacking of vehicles on Everett can extend to the north far enough to actually prevent a left-turn from NE 35th Avenue. This "platooning" creates a steady stream of cars without any gaps once the signal turns green. Also, pedestrian crossings at the intersection essentially stop traffic flow in all directions, so more vehicles will tend to stack-up during this signal phase. As you have pointed out, the area is a popular recreation area in the summer which creates much more pedestrian traffic.

Roundabouts operate differently. Roundabouts actually tend to create more gaps in traffic flow because traffic is continually moving through the intersection. All traffic must slow to negotiate the roundabout, but it doesn't generally have to stop. Since traffic continues to move through the intersection, the "platooning" I mentioned above doesn't have an opportunity to occur. The effect of traffic moving through a roundabout will create numerous random smaller gaps that will accommodate one or two vehicles at a time to enter Everett from NE 35th Ave. The general rule with a roundabout is that "everyone must slow down but no one has to stop." Traffic speeds typically decrease in the vicinity of a roundabout, and lower speeds result in larger gaps and easier access from side streets. The current roundabout design will move the intersection to the south about 230 feet, which will also tend to increase gaps since it is farther from the existing intersection. Finally, there was special consideration given to the movement of pedestrians through the intersection. This relates to providing safer opportunities for pedestrians to move on all legs of the intersection, as well as the potential impact of pedestrians on vehicle movement through the intersection. Our final design shows an alternative that will have pedestrians crossing the intersection one-lane at a time. This configuration allows pedestrians to be isolated to looking at traffic in one lane from one direction before deciding to make a crossing to a protected island.

A detailed traffic study and analysis was completed by our Traffic Engineering consultant, Kittelson & Associates. Early-on when evaluating different design alternatives, the design team looked at the potential for decreased gaps on Everett north and south of the roundabout. The conclusion was that available gaps would

generally be increased with a roundabout vs. a larger signalized intersection since traffic won't have the opportunity to stack-up at the intersection, as I mentioned above. The design takes into account growth for the next through year 2040.

Having said all of that, I have asked our Traffic Engineering consultant to collect additional traffic counts for NE 35th Avenue and to perform a gap analysis based on the collected information. I expect this effort to take at least two weeks. From experience I also understand that it's not always easy to summarize and convey technical information in an e-mail, and it's clear to me that you and others in your neighborhood are concerned about the potential of longer wait times at NE 35th and Everett. With this in mind, I'd be happy to schedule a time meet with you and others if there's a desire to discuss your concerns in more detail. I note that we have scheduled another public project meeting for 6:00 p.m. on Thursday, January 23rd at the Lacamas Lake Lodge on Lake Road near the intersection. I hope to have the gap analysis completed prior to that meeting so I can share it with you and others with similar concerns.

I will relay your comments to our Traffic Engineer about your observations of traffic back-ups at the signal to the north near the high school for comment. As I mentioned, if this continues to be a problem I expect that we will consult with WSDOT about potentially modifying the signal timing at that intersection to relieve the backed-up traffic you mention on Everett. And as a friendly reminder, I'm offering a few bullet points below to consider.

- WSDOT Traffic Engineers have reviewed and approved our current design
- The project will not create more traffic
- The current design will greatly reduce the long vehicle back-ups and delays being experienced now, and will facilitate freer/smooth movement of vehicles through the intersection
- The number of suitable "Gaps" on all legs near the intersection will be increased, improving the access for those accessing to/from side-streets
- Pedestrian crossings at the intersection will be far safer and easier than they are now
- The project will include the addition of sidewalks on all legs
- As I mentioned above, I've asked our Traffic Engineer to take a closer look at the effects of the project on traffic movements at NE 35th Ave, and I hope to have more information on that subject prior to our meeting scheduled for January 23rd.

Wishing you a great weekend... I'm happy to respond to your questions and concerns, and hope the information included herein is helpful. I will forward more info next week as we discussed.

Thanks Much, Jim

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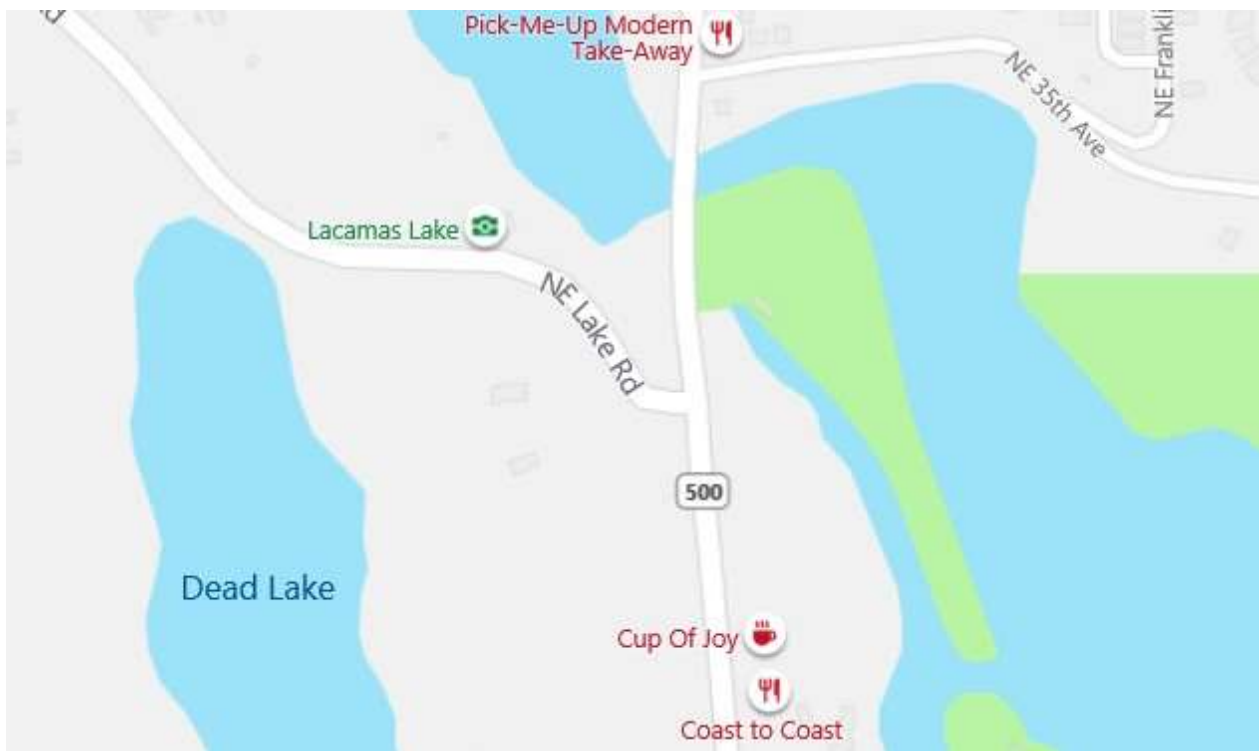
Lauren Hollenbeck

From: Geoff and Tara Rog <geoffandtara@gmail.com>
Sent: Saturday, January 11, 2020 5:23 PM
To: Community Development Email <communitydevelopment@cityofcamas.us>
Cc: Jim Hodges <JHodges@cityofcamas.us>
Subject: NE Lake Road/NE Everett Street Intersection Improvements

City of Camas,

I wanted to pass along a few comments and concerns that I have with this new roundabout that is going in on the corner of Lake Road and Everett.

- My home is in the neighborhood The Village at Round Lake on the dead end road located off NE 35th Avenue and the impacts of this roundabout will have a daily direct effect on our community, my family, and me. My two biggest concerns are safety and protecting the integrity of this area!



Safety:

*NE 35th street was not included in your traffic studies and it should have been. It is extremely dangerous for us to turn north or south on Everett/SR500 and the only way we typically get out is for the traffic light to create a break in traffic. It really scares me to create a roundabout with no one stopping!

*I asked for a copy of the traffic study which Jim Hodges graciously sent me- I find that one day of traffic study done January 15th of 2019 is a very small snapshot of usage- in fact, when I looked there were zero bike or pedestrians recorded in the reports, which is not at all the typical day in this area. I went online to see why and found that January 15th was the COLDEST day of the month with a high of 39 per Weather.com! On a typical day this area is humming with people- there is a huge increase of people in this area in the summer months and this study does not reflect at all the current usage. Looking at just an academic use of the road is not enough

*Crossing the road for pedestrians. I have seen numerous adults and children almost hit on SR 500 next to the bridge- the placement of the numerous crosswalks inside the roundabout is not where people actually cross the road and this needs to be redone to include crossing closer to the bridge!

*Bike safety- I ride my bike to work in the summer, yet find it very difficult with traffic and safety. I am supposed to ride with traffic or in a bike lane, yet I cannot safely get on SR 500 off 35th street with all the traffic. So I take the new pedestrian bridge to the parking lot and then I go against traffic (against the law) to the stop light and press the pedestrian crossing light. I am then able to take the bike lane up lake road. However, there is NO BIKE LANE to ride down lake road and the grates in the road are positioned in a way that my tire could get stuck in- so will not ride down lake road! The new roundabout system does not appear to be bike friendly either

Integrity:

The lake area is beautiful and really sets our town apart- yet this new roundabout plan appears to jeopardize the integrity! The lakes and trees are an ecosystem and with climate change happening currently stressed and I want the city to take the smallest footprint with this traffic revision.

*Put nature first and make it a priority! Cutting down a 100 year old tree is not the same as replanting two saplings!

*Make the smallest concrete footprint- if we HAVE to do a roundabout do not fill the interior of the circle with concrete

*Protect our shoreline and I am not sure WHERE to look for this as nothing is online... I have earlier asked to see the SEPA Checklist (wish I had time to put public responses in for this document!) and attached below the section on the shoreline- it appears to be asking for a "variance in the setback areas." This is a critical wetland area and I would hope the city would extend this setback and not make it shorter! Also, why did we not explain now much of a setback is needed – the verbiage is too vague and could be taken advantage of!

g. If applicable, what is the current shoreline master program designation of the site?

The intersection improvements will be located in the urban conservancy (UC) and medium intensity (MI) SMP designations. Camas shoreline jurisdiction includes critical area buffers that cross shoreline jurisdiction and critical areas review occurs within the

shoreline permit process. Therefore, the proposed project also requires critical area review under the SMP for impacts to wetlands, fish and wildlife habitat conservation areas, and frequently flooded areas.

According to the City's SMP, arterial roadways within the MI designation are permitted and are conditional uses within the UC designation. Thus, the project requires a substantial development permit within the MI designation and a shoreline conditional use permit within the UC designation. Both shoreline designations require setbacks for conditional uses measured from the ordinary high water mark to the roadway edge. The City is requesting a shoreline variance permit from the 200-foot UC setback criteria and the 100-foot MI setback criteria in the MI because the new intersection design breaches the setback boundary.

*Artificial lights disrupt the worlds ecosystems and light pollution disrupts nocturnal animals activity- interfering with reproduction and reducing populations. The impact area is adjacent to the wetland buffers and in the middle of our forested parks and additional lights are disastrous to the area. All the lights that were added to the Brady Road roundabout are so bright and a perfect example of what NOT to do again in our city.

* It seems that over and over and over residents have brought up opportunities to save the integrity of our community and it goes up to the hearings examiner... hired by the City as a 3rd party... and this is always the same person. Please, HIRE A DIFFERENT HEARINGS EXAMINER.

*When going online to make a public response I was troubled to not find a current plan showing an overlay with the trees and terrain. I went to the public meetings and filled out the survey's and it was always preferred concept 1, 2, or 3 or A, B, or C yet the example that the city is looking at using is not available anywhere on the City Website. On Friday afternoon, I called Jim Hodges who sent to me the below image- which is what should be available to the public when there is a deadline for comments. Please make your information open and transparent to everyone. Also, use a normal map orientation of North, South, East, West as this layout is confusing. When things are not done in a normal fashion it feels like you are trying to hide something from the public.



Thank you for taking the time to read my public comments for the traffic revision on Everett and Lake Road.

Warm regards.

Tara Rog

Lauren Hollenbeck

From: Jim Hodges

Sent: Wednesday, January 15, 2020 9:39 AM

To: Geoff and Tara Rog <geoffandtara@gmail.com>

Subject: RE: NE Lake Road/NE Everett Street Intersection Improvements

Good Morning Tara –

Thanks again for sharing your comments and concerns. Would you and your husband be willing to meet at City Hall sometime soon so we have an opportunity to discuss the different issues mentioned in your e-mail? Some of the items are engineering and design focused and others relate to the land-use review process governed by state law and our municipal code. The evaluation of various capital projects, commercial, and private developments is done by our Planning Department. I would be happy to invite the City Planning Manager to provide some explanation about the review process for this and other projects in Camas. Are you available to meet with us? I look forward to talking more with you soon.

Thanks Much, Jim