



MEETING SUMMARY

PROJECT NAME	NE Lake Road and NE Everett Street Intersection Improvement Project
PROJECT NUMBER	A19.0129
DATE	9 April 2019
TIME	5:30 to 7:30 p.m.
VENUE	Lacamas Lake Lodge
SUBJECT	Community Open House 2

1.0 PURPOSE

This community open house was the second open house for the NE Lake Road and NE Everett Street Intersection Improvements project (project). The event gave interested community members the opportunity to review the alternatives analysis, ask questions one-on-one with subject matter experts on the project team, and provide their comments and feedback related to two options for the preferred roundabout alternative. The event was facilitated by the City of Camas (City) and consultant staff members, as follows.

2.0 PROJECT TEAM ATTENDANCE

- Steve Wall, Public Works Director
- Jim Hodges, Engineering Project Manager
- Jim Carothers, Engineering Manager
- Alicia Brazington, Social Media and Communications
- Greg Jellison, Project Manager, PBS
- Cory Kratovil, Project Engineer, PBS
- Robert Phipps, Landscape Architect, PBS
- Scott Keillor, Public Involvement, WSP
- Don Hardy, Environmental Planner, WSP
- Nicole McDermott, Public Involvement, WSP
- Hermanus Steyn, Traffic Engineer, Kittelson
- Jamestaun Kraupp, Traffic Engineer, Kittelson

3.0 PROJECT BACKGROUND

The City is in the process of evaluating options to improve the intersection of NE Everett Street (State Route 500) and NE Lake Road. This is a critical intersection for the community, connecting the north shore, south shore, and downtown Camas and providing access to regional recreation areas at Lacamas Lake and Round Lake. As community and regional growth have increased, so has traffic, causing safety and mobility concerns for the community. The project will evaluate existing traffic and environmental conditions, gather input from the community, and recommend improvements to address congestion and safety for all users—motorists, pedestrians, and bicyclists.

MEETING NOTES

4.0 EVENT OVERVIEW

The second community open house for the project was held at the Lacamas Lake Lodge on Tuesday, 9 April 2019 from 5:30 to 7:30 p.m. An open house announcement was mailed to all residents in the Camas zip code (Figures 1 and 2). Approximately 111 community members attended, including Mayor Shannon Turk and members of the City Council. When they arrived, attendees were asked to sign in and were handed a project information and frequently asked questions sheet (Figures 3 and 4) and a dot to indicate their preference for two preferred alternative options. Attendees were able to view 11 display boards and ask questions about the project. Display boards provided an overview of the project schedule, existing constraints, the alternatives analysis, and the two options for the preferred alternative (Figures 5 through 15). In addition to the boards, several laptops were set up around the room to display visual simulations of the preferred alternative and one signalized intersection alternative. Team members were available at all stations to discuss the materials presented and answer questions from attendees.

Attendees provided oral and written comments to project team members. Additionally, through placing a dot on the preferred alternative display boards, attendees indicated their preference for Preferred Alternative Option 1 or Option 2 (Figures 16 and 17). Option 1 preserves an existing American chestnut tree, but has less natural buffer between the roadway and Round Lake. Option 2 removes the American chestnut tree, but provides greater buffer to Round Lake. Attendees were also encouraged to provide additional feedback and comments via an online survey, which is live from 9 April to 20 April 2019.

At 5:45 p.m., a brief presentation was given by Steve Wall, City Public Works Director, and Greg Jellison, PBS project manager. The presentation provided an overview of the alternatives analysis, preferred alternative, and the video simulations.

An online open house was also available for community members unable to attend in person. The information and frequently asked questions sheet, display boards, presentation slides, video simulations, and a link to the online survey were posted on the project webpage (<http://www.cityofcamas.us/lakeroad>).

5.0 COMMENTS

A total of seven written comments were submitted at the open house. Generally, attendees preferred roundabout Option 1, which saves the American chestnut tree. Several oral comments indicated the City needs to consider how this project will impact pedestrian connectivity in the surrounding recreation areas, specifically how a complete pedestrian loop can be made around Lacamas Lake. Other attendees asked about the difference in costs for the two options. Some concerns were also expressed related to the impacts on the Round Lake parking lot. While the project does not have direct impacts to the parking lot, attendees indicated making left turns into and out of the parking lot could be problematic.

The following written comments were received from the public during the open house.

5.1 Open House Written Comments

- Save the tree!!!!
- Will saving the chestnut tree give us an increased chance for more grant money?
- Please keep the trees.
- Suggestions:
 - Change the current exit to an entrance to the Round Lake parking lot, change the direction of the parking spots and then make the current entrance an exit only.
 - Put a raised center line through the new road that is adjacent to the parking lot entrances and exits to discourage left turns.
 - Make a new larger parking lot for the park on Crown Road. There is lots of space to do this. Then make the lower lot (current lot) a handicapped only lot or eliminate it.
- It is so important to me to preserve the buffer between the Round Lake trails and the reminders of daily life – streets, cars, etc. That's why I voted for Option 2.

MEETING NOTES

- Alternative Roundabout 3 should've been voted on tonight.
- Lake Road and Everett:
 - Add a lane eastbound on left side and sidewalk.
 - Take out trees on south side and build out over water on south side.
 - Create two lanes going north onto Everett.
 - Create two lanes on Everett going north from [market] north.
 - On south side of Lake/Everett, add a right turn lane and add sidewalk on west side along with bike lane.
 - Enlarge Lacamas Park Parking Lot on Everett west past fence to double size for future growth – remove west parking strip for new north travel lane and sidewalk and bike lane. Widen bridge on both sides of Everett.
 - Acquire property from Georgia Pacific on west side of Everett for extra parking and right-turn lane over new widened bridge going south for traffic and for restaurant and access to Lake Road going east.
 - A roundabout would not work in this spot. Would take up too much of intersection. Need more travel lanes – not an island.

6.0 NEXT STEPS

The project team will present the input received at the second open house and through the second online survey to the Camas City Council on 6 May 2019. The Council will provide direction on how to proceed with the project.

7.0 FIGURES



Figure 1. Mailer Announcement (front)



Figure 2. Mailer Announcement (back)

Question & Answer

**NE EVERETT STREET
NE LAKE ROAD**

Intersection Improvements

Q. How will construction impact traffic? Can it happen outside peak traffic hours?

Most construction will not have a significant impact on traffic, because the majority of the new construction can be completed outside of the existing intersection. Efforts will be made to further minimize disruption, including performing work in the existing roadway during non-peak time periods during the day and over the summer, when school is not in session. In comparison, a signalized intersection would have had a more significant impact on traffic, because the footprints of all signalized concepts overlapped the existing intersection and would result in longer and more frequent traffic delays.

Q. Can there be a bridge crossing over or a tunnel running under the intersection for pedestrians and bicyclists?

A bridge or tunnel would limit crossing options, likely requiring some people to travel out of their way to cross. For both the roundabout options, the proposed street-level crossings are simple enough that people would likely find them more comfortable and convenient than walking or biking out of their way to use a bridge or tunnel.

A "mid-block" crossing just south of the Round Lake parking lot could also be considered, allowing pedestrians and bicyclists to cross only two lanes of traffic with potential aid from a fishing beacon alerting motor-vehicle traffic to their presence.

Q. Why not include replacement of the existing bridge north of the Lake Road/Everett Street intersection regardless of the alternative selected? It should all be fixed now, not later.

It comes down to funding and timing. A bridge replacement is anticipated to more than double the construction cost and construction time for the project. Per the community survey, a timely remedy for the congestion problem is strongly preferred by the community. Although funding has not yet been secured for this project, the City is confident that it can acquire the funds in the near future for the proposed intersection improvements. However, the City anticipates that it would take much longer to acquire funding for the bridge replacement, which would slow down the entire project significantly.

Q. There isn't enough parking for the recreational facilities there now; how will this project impact parking availability and will it improve the issue of people parking along the shoulder of the road?

Neither of the roundabout options being considered will impact the existing parking lot at Round Lake immediately north of the intersection. Although a new parking lot is not included in the scope of this project, the City and County are both very aware of the current parking challenges and are working together to find a solution.

The planned roadway and intersection improvements will include curbs, sidewalks, and bike lanes. While these enhancements will improve access and mobility, they will also eliminate places for people to park illegally on the shoulder of the road within the project limits - something that many community members cited as a current frustration. The project will also add a sidewalk along NE Lake Road from Lucas Lake Lodge to the intersection, allowing people wishing to access the Round Lake area to use the Lucas Lake Lodge parking lot and walk safely to the Round Lake trail network.

Your Input is Important!

We invite you to learn more and share feedback in any of the following ways:

Online: www.cityofcamas.us/lakeroad
 Visit the City's project website for project details, upcoming events, and next steps.

Community Survey 2
 Please take the community survey, available on the project website, from April 9 to April 20, 2019.

Contact us with questions, concerns, or comments:
 Jim Hodges, City of Camas, Project Manager, 360-817-7234, jhodges@cityofcamas.us
 James Carothers, City of Camas, Engineering Manager, 360-817-7230, jcarothers@cityofcamas.us

Project Update

From January through March 2019, the City of Camas project team, assisted by engineering firms PRS, Kittelson, and BergerABAM, completed several initial planning steps, including a project design alternatives analysis, stakeholder interviews, two project advisory committee meetings, a presentation to Camas City Council, Community Open House 1, and an online survey.

- At the Community Open House 1 on February 26, the project team shared details about the planning process and presented two main concepts under consideration: a signalized intersection and roundabout intersection.
- Based on community and stakeholder comments, emails, and survey feedback, combined with analysis of several factors, including safety, accessibility, environmental impact, and projected growth, one concept stood out as best meeting the needs of the Camas Community: the roundabout concept.
- Subsequently, on March 18 the project team recommended the roundabout concept to Camas City Council and discussed the potential for two options.

Next Steps

- April 9: The project team will share the two roundabout options at Community Open House 2 and ask for input on their preferred option, by way of a visual voting map and for those not present, an online survey. This information and the online survey will also be made available through City of Camas social media, the Camas Connect App, the project website, www.cityofcamas.us/lakeroad, and local media outlets.
- May 6: These preferences will be shared with Camas City Council for consideration.
- Ongoing: Based on direction provided by Camas City Council, the project team will prepare a final design and seek funding needed for construction.

For a better understanding of the benefits of the roundabout option, please read through the following questions and answers inspired by your questions, comments, and survey remarks.

What we've heard so far...

reduce long wait times

add sidewalks

minimize impacts to wetlands

accommodate growth

implement pedestrian safety

reduce traffic congestion

provide bicycle access

add center turn lanes

protect our environment

provide roundabout usage education

minimize construction delays

build safe crossings

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Figure 3. Project Update and FAQ (front)

Question & Answer

**NE EVERETT STREET
NE LAKE ROAD**

Intersection Improvements

Q. Are roundabouts safe for pedestrians and bicyclists?

Yes. Very few crashes involving pedestrians or bicyclists have been reported at roundabouts. A recent study reviewed 6,771 reported crashes at all U.S. roundabouts over an average period of 5.9 years.

1.1%

Of total crashes involved bicyclists

0.4%

Of total crashes involved pedestrians

In general, it is safer for pedestrians and bicyclists to cross a single lane of one-way traffic. Both of the proposed roundabout configurations have single-lane entries and exits, with one exception (the northbound entry - which would have two lanes going one way). Roundabouts slow or break down, giving them time to react and increasing the likelihood they will yield.

Whichever roundabout design is ultimately chosen, it will offer safety and accessibility to all pedestrians and bicyclists, including those with mobility and vision disabilities, in adherence with state and federal guidelines.

Q. What about school traffic?

Both the signalized and roundabout options presented in February 2019 were designed to address future traffic needs, as well as traffic associated with anticipated growth in local schools. Specifically, the project team reviewed traffic counts taken during various times during the day, including during peak school commute times, and looked at the most recent Southwest Washington Regional Transportation Council predictive models for traffic conditions in 2040, which consider how much traffic is expected to be generated by future area land uses including schools.

Q. Aren't roundabouts confusing to high school students?

Research suggests that teens learn to navigate roundabouts more quickly than adults. For a good regional example, city officials in Kennewick reported that high school students picked up rapidly on how the roundabout installed near Southridge High School worked. Their observations were supported by comments from residents. The city aided understanding by providing informational how-to videos. The effectiveness of this roundabout encouraged Kennewick to build 25 more roundabouts in the following 19 years.

Preferred Alternative Option 1

Option 1 saves an existing American chestnut tree, but has greater impacts to the natural visual buffer between the roadway and Round Lake.

Preferred Alternative Option 2

Option 2 removes the American chestnut tree, but provides a more natural buffer between the roadway and Round Lake.

Q. Roundabouts have continuous, non-stopping traffic. Doesn't that make it harder for pedestrians, vehicles, and bicyclists to enter and exit the main roads?

A roundabout can actually improve access. Its circular construction slows people down, creating more gaps and increasing yielding behavior. In this way, a roundabout is similar to a four-way stop without a signal.

In comparison, a signalized intersection would have resulted in longer waits for gaps in traffic because the lines of cars waiting for the signal are likely to block driveways and side streets near the intersection. Additionally, the gaps in traffic provided by a traffic signal are short lived due to the signal cycles allowing a new stream of traffic every time the light changes.

Q. How many trees will be impacted by each of the two roundabout options being considered?

Either roundabout option selected will require the removal of some trees. The anticipated number of trees impacted varies between the two preferred alternative options. Option 1 is anticipated to impact 156 trees (but saves the American chestnut tree) and Option 2 is anticipated to impact 146 trees (including the American chestnut). Several of the trees currently in the area have received a poor health assessment.

Q. How will each roundabout option being considered affect the natural visual buffer between Round Lake and NE Everett Street (SR 500)?

Either roundabout option selected will affect the natural visual buffer between the Round Lake Trail and NE Everett Street to some degree. The roundabout option that incorporates the existing American chestnut tree (Preferred Alternative Option 1) would create a new roadway closest to the trail and have the most significant impact on the natural visual buffer.

Whichever roundabout option is selected, new trees and foliage will be planted to mitigate the removal of existing trees and help restore the natural visual buffer. The area will also undergo removal and other proactive efforts to support the health of the new and existing trees.

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Figure 4. Project Update and FAQ (back)

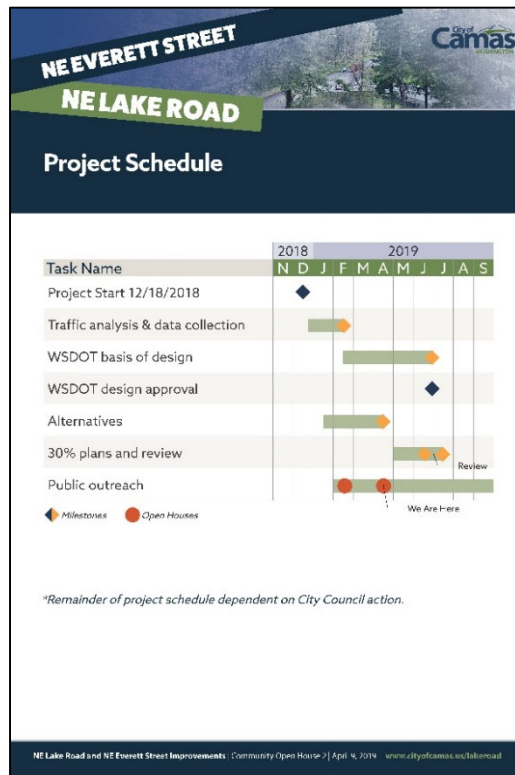


Figure 5. Display Board 1 – Project Schedule

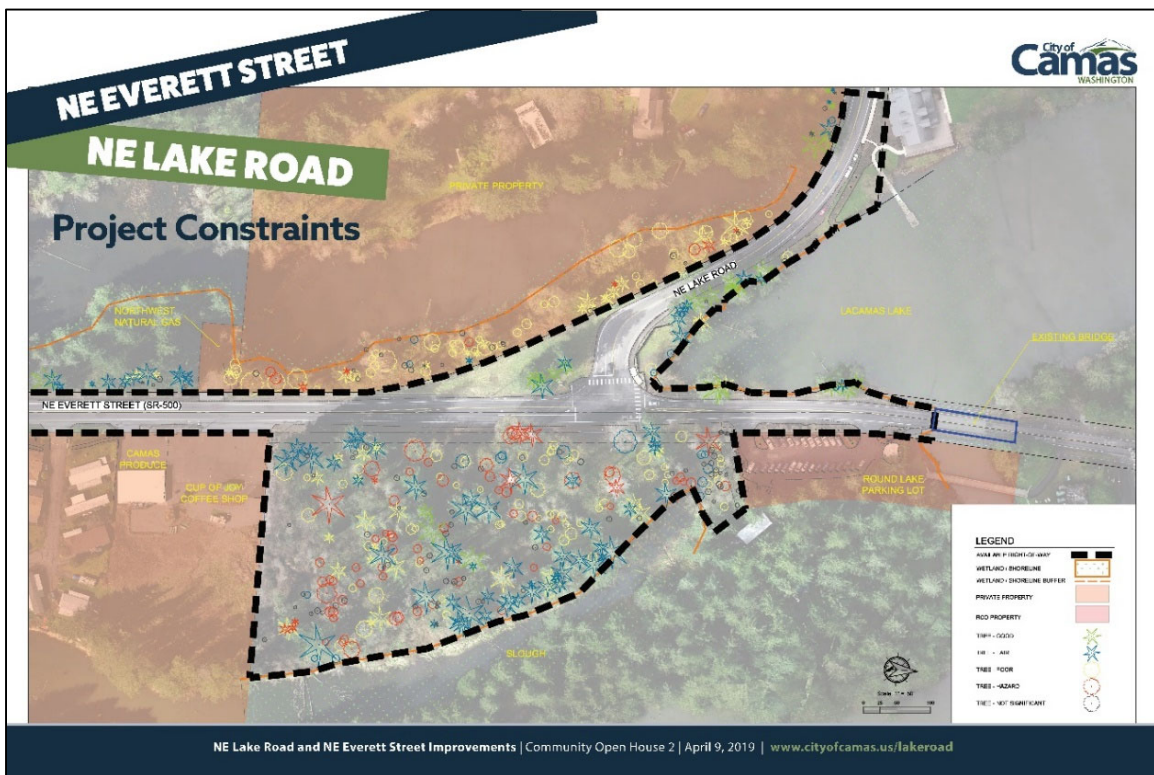


Figure 6. Display Board 2 – Project Constraints



Figure 7. Display Board 3 – Community Survey 1 Results



Figure 8. Display Board 4 – FAQ 1

NE EVERETT STREET
NE LAKE ROAD

Q. How will each roundabout option being considered affect the natural visual buffer between Round Lake and NE Everett Street (SR 500)?
 Either roundabout option selected will affect the natural visual buffer between the Round Lake Trail and NE Everett Street to some degree. The roundabout option that incorporates the existing Round Lake Trail and NE Everett Street will have the most significant impact on the natural visual buffer. Whichever roundabout option is selected, new trees and foliage will be planted to mitigate the removal of existing trees and help restore the natural visual buffer. The area will also undergo tree removal and other proactive efforts to support the health of the new and existing trees.

Q. How will construction impact traffic? Can it happen outside peak traffic hours?
 Most construction will not have a significant impact on traffic, because the majority of the new construction can be completed outside of the existing intersection. Efforts will be made to further minimize disruption, including partnering with the existing roadway during non-peak-time periods during the day and over the summer, when school is not in session.
 In conclusion, a signalized intersection would have had a more significant impact on traffic, because the footprints of all signalized concepts overlapped the existing T-intersection and would result in longer and more frequent traffic delays.

Q. Can there be a bridge crossing over or a tunnel running under the intersection for pedestrians and bicyclists?
 A bridge or tunnel would limit crossing options, likely requiring some people to travel out of their way to cross. For both the roundabout options, the proposed street-level crossings are a viable enough that people would likely find them more comfortable and convenient than walking or biking out of their way to use a bridge or tunnel.
 A "middle-of-the-road" crossing just south of the Round Lake parking lot could also be considered allowing pedestrians and bicyclists to cross only two lanes of traffic, with potential aid from a flashing beacon alerting their presence.

Q. Why not include replacement of the existing bridge north of the Lake Road/Everett Street intersection regardless of the alternative selected? It should all be fixed now, not later.
 It comes down to funding and timing. A bridge replacement is anticipated to more than double the construction cost and construction time for the project. For the community's safety, a timely remedy for the congestion problem is strongly preferred by the community. Although funding has not yet been acquired for this project, the City is confident that it can acquire the funds in the near future for the proposed intersection improvements. However, the City and County would like to reach a decision on funding for the bridge replacement, which would slow down the entire project significantly.

Q. There isn't enough parking for the recreational facilities there now; how will this project impact parking availability and will it improve the issue of people parking along the shoulder of the road?
 Neither of the roundabout options being considered will impact the existing parking lot at Round Lake, which is the primary source of the recreation. Although a new parking lot is not included in the scope of this project, the City and County are both very aware of the current parking challenges and are working together to find a solution. The planned roadway and intersection improvements will include curbs, sidewalks, and bike lanes. While these enhancements will improve access and usability, they will also eliminate places for people to park illegally on the shoulder of the road within the project limit. The project will also add a sidewalk along NE Lake Road from Lacamas Lake Lodge to the intersection, allowing people wishing to access the Round Lake area to use the Lacamas Lake Lodge parking lot and walk safely to the Round Lake trail entrance.

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Figure 9. Display Board 5 – FAQ 2

NE EVERETT STREET
NE LAKE ROAD

**Alternatives Analysis:
Evaluation Criteria**

<p>Public Impacts & Benefits</p> <ul style="list-style-type: none"> • Overall project schedule • RCO Property impacts • Parking impacts • Accessibility to lake • Private property impacts • Aesthetics 	<p>Environmental Impacts & Benefits</p> <ul style="list-style-type: none"> • Tree impacts • Lake and wetland Impacts • Habitat impacts • Water and air quality
<p>Traffic Impacts & Benefits</p> <ul style="list-style-type: none"> • Short term traffic impacts: construction • Long term traffic impacts: resiliency • Pedestrian safety • Vehicular safety 	<p>Infrastructure Impacts & Benefits</p> <ul style="list-style-type: none"> • Impact to existing bridge • Short term cost (construction) • Utility impacts • Cost

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Figure 10. Display Board 6 – Alternatives Analysis: Evaluation Criteria

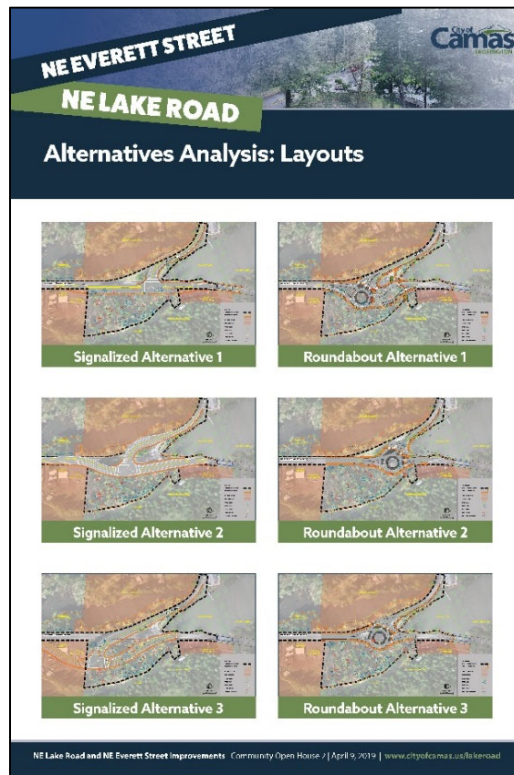


Figure 11. Display Board 7 – Alternatives Analysis: Layouts

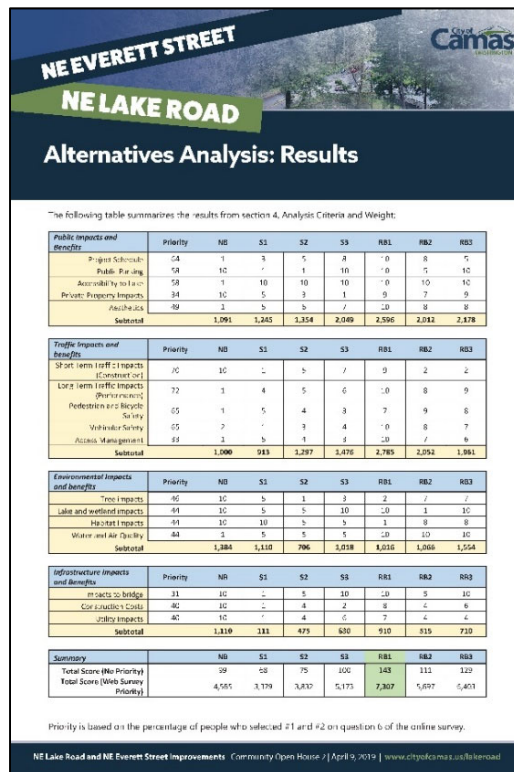


Figure 12. Display Board 8 – Alternatives Analysis: Results

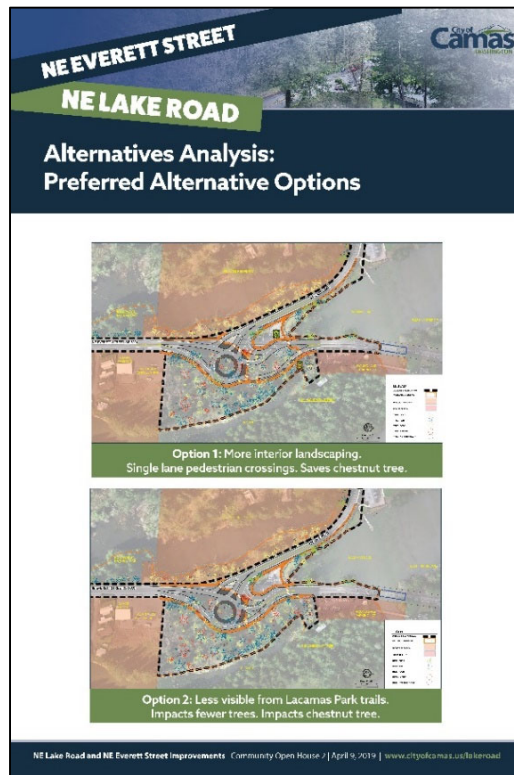


Figure 13. Display Board 9 – Alternatives Analysis: Preferred Alternative Options

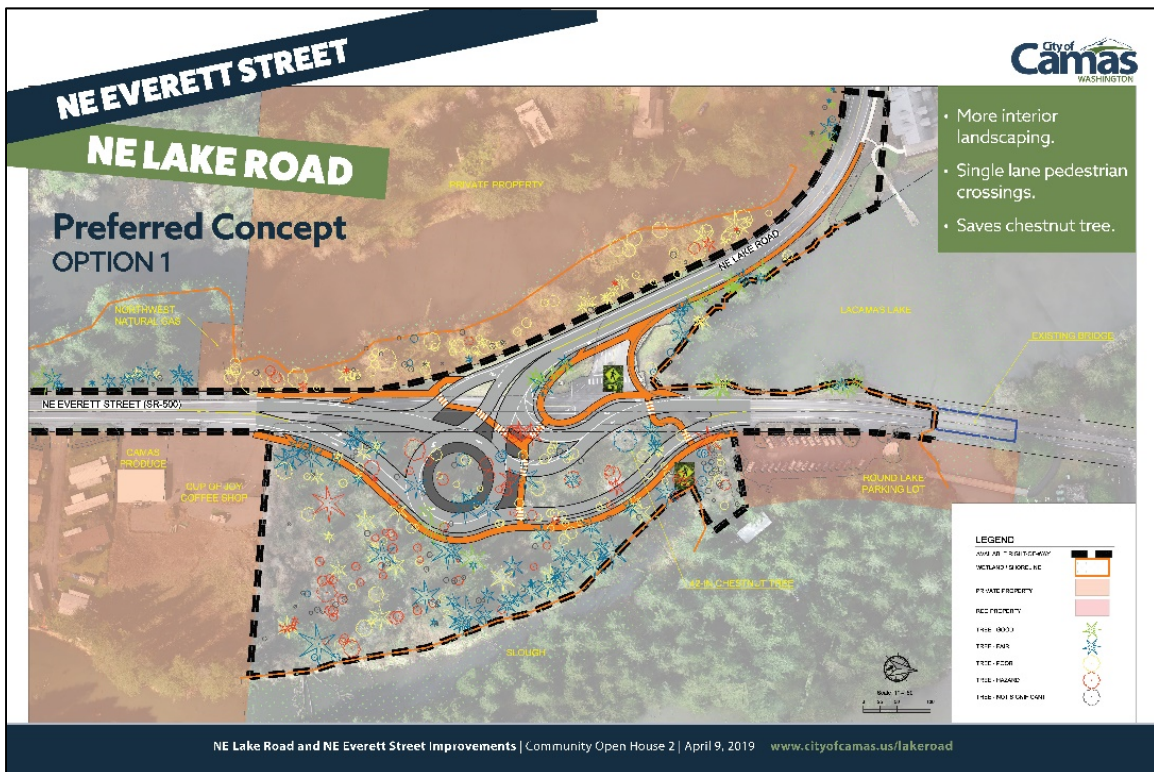


Figure 14. Display Board 10 – Preferred Concept Option 1

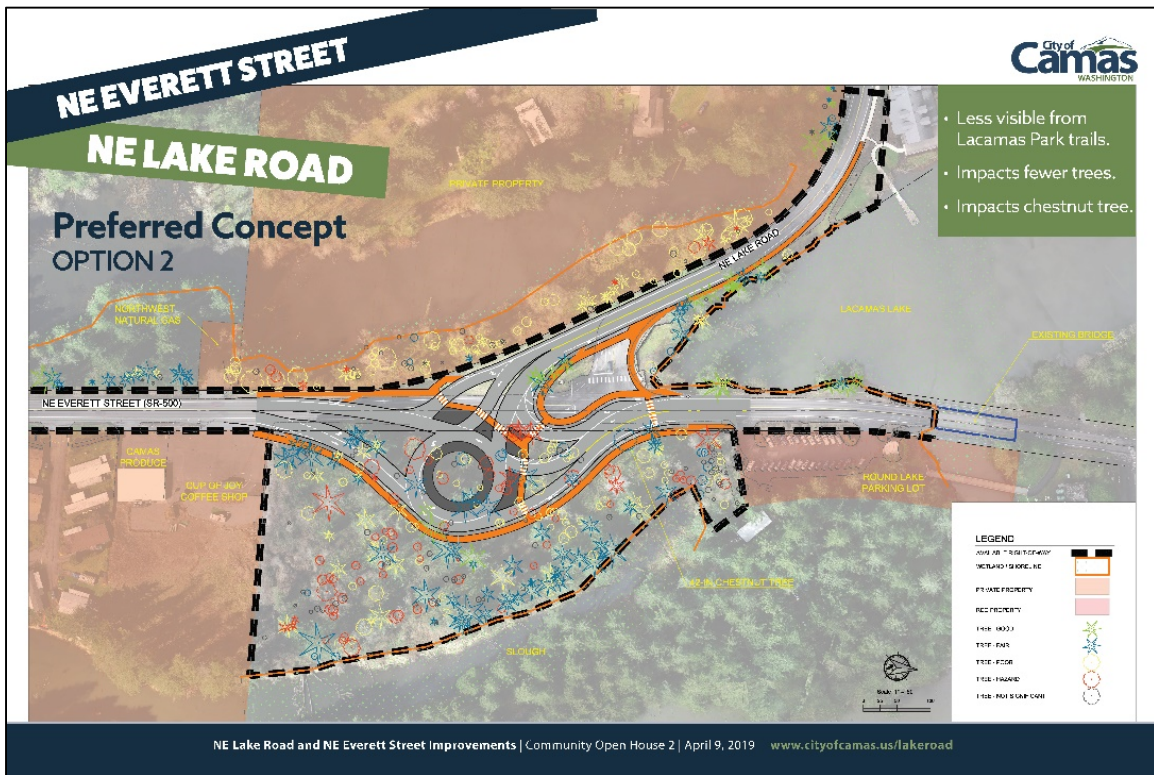


Figure 15. Display Board 11 – Preferred Concept Option 2

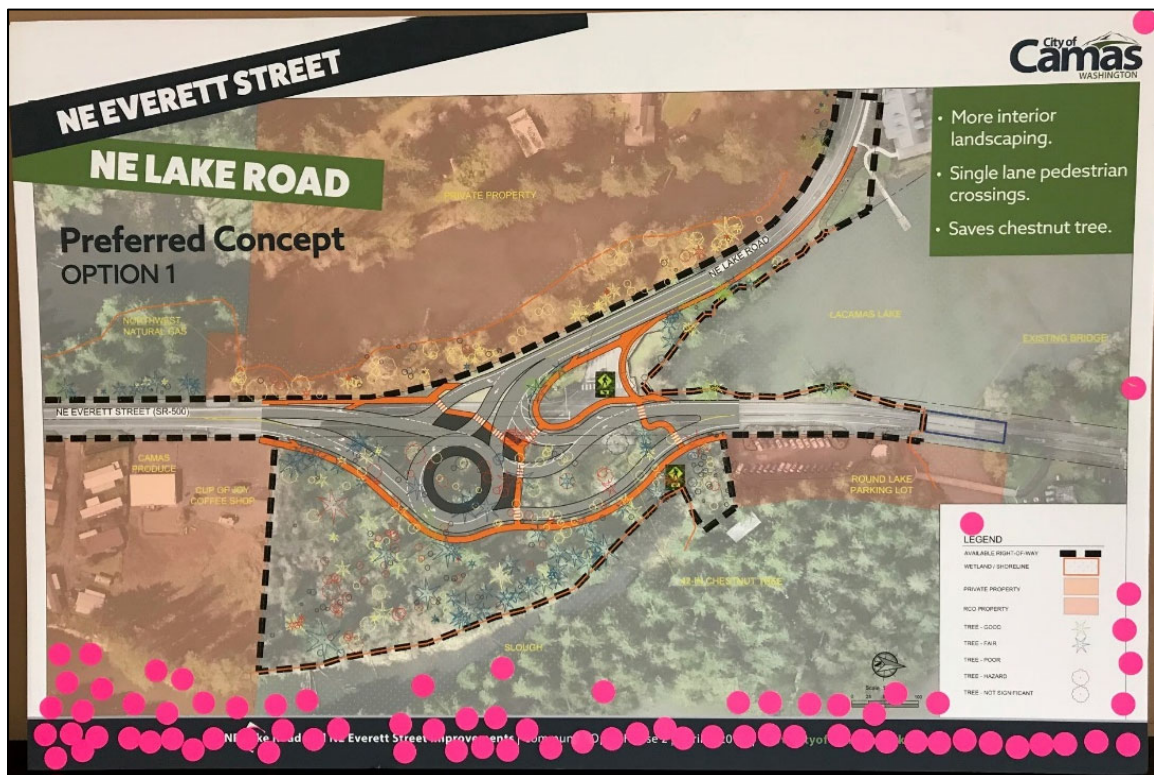


Figure 16. Preferred Concept Option 1 – Participant Preference

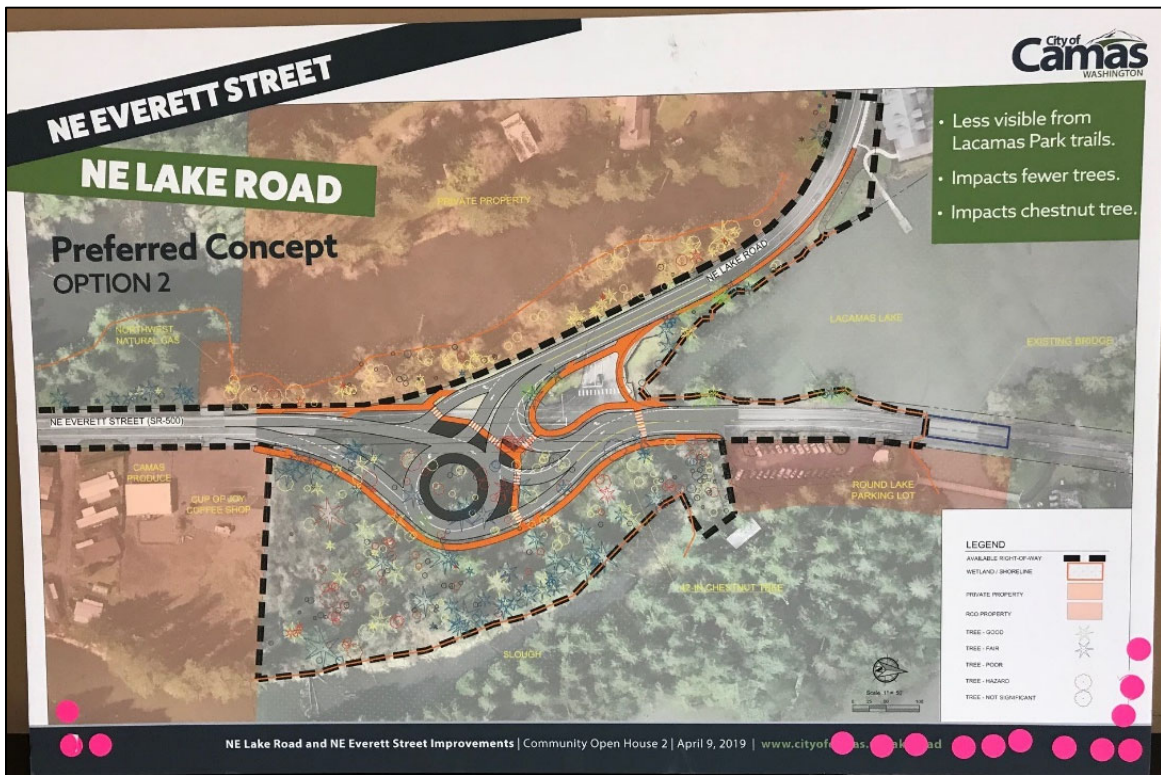


Figure 17. Preferred Concept Option 2 – Participant Preference