

# 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 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 ivy 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 T-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 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 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 “midblock” 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. Per the community survey, 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 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. 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 network.