Question & Answer

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 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 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 – something that many community members cited as a current frustration. 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.

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

City of Camas WASHINGTON

NE EVERETT STREET / NE LAKE ROAD Intersection Improvements

Project Update

From January through March 2019, the City of Camas project team, assisted by engineering firms PBS, 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...

City of Camas WASHINGTON

NE EVERETT STREET
NE LAKE ROAD

Question & Answer

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 355 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 safest 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 drivers 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?

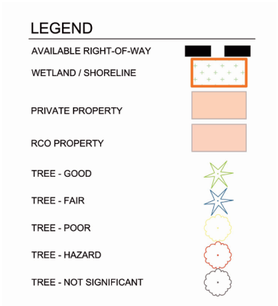
Both the signalized and roundabout options presented in February 2019 were designed to address future traffic needs, as well as traffic associated with anticipated growth in local schools. Specifically, the project team reviewed traffic counts taken during various times during the day, including during 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 use, including schools.

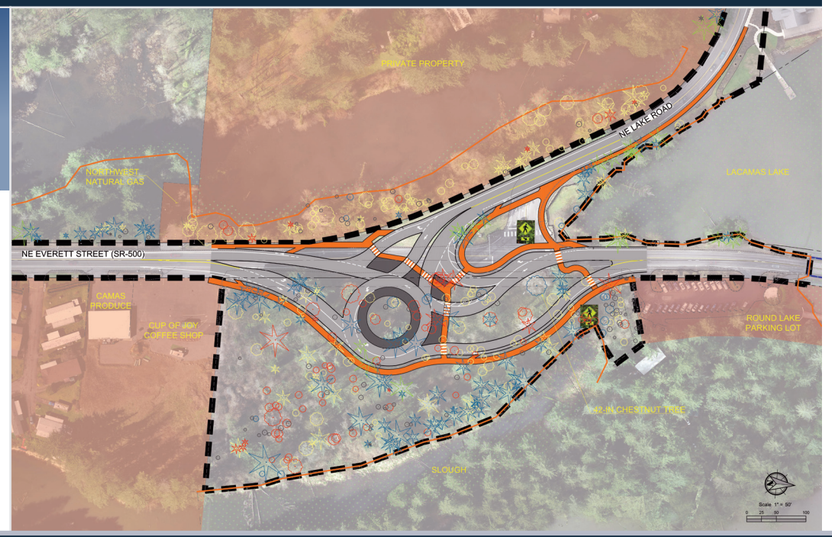
Q. Aren't roundabouts confusing to high school students?

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

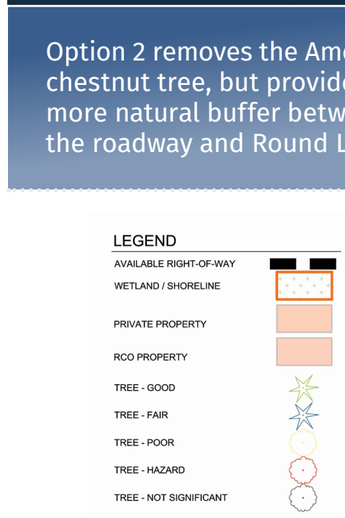
Option 1 saves an existing American chestnut tree, but has greater impacts to the natural visual buffer between the roadway and Round Lake.

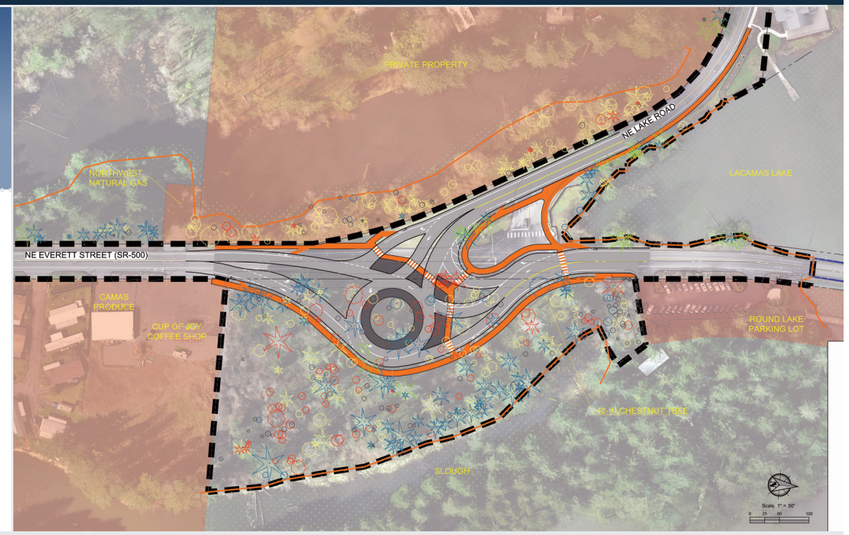




Preferred Alternative Option 2

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 159 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 ivy removal and other proactive efforts to support the health of the new and existing trees.