Q. Why isn't there 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. The street-level crossings included in the roundabout design are simple enough that people will 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 will also be incorporated, allowing pedestrians and bicyclists to cross only two lanes of traffic with aid from a flashing beacon alerting motor vehicle traffic to their presence.

Q. How many trees will be impacted by the roundabout?

The roundabout will require the removal of 201 trees. The project also includes the planting of 524 trees, which exceeds the 2:1 replacement ratio required by the City. Please see the alternatives analysis for a full accounting of the trees impacted and the assessed health of each tree, ranging from good to hazardous.

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

The roundabout will affect the natural visual buffer between the Round Lake Trail and NE Everett Street to some degree. However, the roundabout will preserve the existing chestnut tree. Additionally, more than 500 new trees and plantings will be installed to mitigate the removal of existing trees (several of which received a poor health assessment) 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. Why was replacement of the existing bridge north of the Lake Road/Everett Street intersection not included? 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 of the project. Per the community survey, a timely remedy for the congestion problem is strongly preferred by the community. The City has acquired the funds for the intersection improvements. However, the City anticipates that it would take much longer to acquire funding for the bridge replacement, which would stall the entire project significantly.

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

The roundabout will not impact the existing parking lot at Round Lake immediately north of the intersection. The City and County are both 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 frustration. The project will also add a sidewalk along NE Lake Road from Lacamas Lake Lodge to the intersection, allowing people to access the Round Lake area from the Lacamas Lake Lodge parking lot.

Want more information or have questions?

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.

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

NE EVERETT STREET NE LAKE ROAD

Project Update

Over the past year, the project team completed several planning steps, including a project design alternatives analysis, stakeholder interviews, two online surveys, three project advisory committee meetings, four landscape design committee meetings, four presentations to Camas City Council, and two community open houses.

- **At Community Open House 1 on February 26, 2019,** 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.**
- **March 18, 2019:** the project team recommended the roundabout concept to Camas City Council and proposed creating two design variations.
- **April 9, 2019:** the project team shared the two roundabout variations with attendees of Community Open House 2 and asked them to express their preference by way of a visual voting map and, for those not present, an online survey available from April 9–21.
- **May 6, 2019:** community preferences were shared with Camas City Council for consideration and based on their direction, the project team moved forward with the roundabout option that saves the chestnut tree.
- **May – December:** the project team completed 90% design plans; met with the Landscape Design Committee, Project Advisory Committee, and City Council to finalize the landscape design; and finalized the funding package for the project.

For a complete history of the project, please visit www.cityofcamas.us/lakeroad

Next Steps

- **Construction is anticipated to begin in the spring of 2020.** Information will continue to be provided through City of Camas social media, the CamasConnect app, on the project website (www.cityofcamas.us/lakeroad), and through updates to Camas City Council. In addition, construction updates will be provided through on-site reader boards.

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.

Community priorities:

City of Camas WASHINGTON
NE Lake Road and NE Everett Street Improvements | www.cityofcamas.us/lakeroad

NE EVERETT STREET
NE LAKE ROAD

Question & Answer

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. Roundabouts slow drivers down, giving them time to react and increasing the likelihood they will yield.

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

Although traffic counts were taken in January, the project team adjusted pedestrian and bicycle counts in the 2040 traffic model in order to reflect typical summer conditions for pedestrian and bicycle volumes. To address this seasonal demand, a new midblock pedestrian crossing was added north of the Lake and Everett intersection to provide a more direct route from the Round Lake parking lot to Lacamas Lake.

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.

The new intersection will decrease congestion, increase safety, and feature new crossing options for pedestrians and bicyclists.

Intersection Improvements

The selected roundabout option has fewer potential impacts to property access, parking, businesses, wetlands, trees, and private property.

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 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 will 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, construction of a signalized intersection would have resulted in longer and more frequent traffic delays.

Q. What about summer traffic?

Due to the project schedule, traffic counts at the existing intersection were taken in January of 2019. Working with the Washington State Department of Transportation, the project team applied seasonal factors to the information collected, and made some very conservative assumptions about the number of cars and pedestrians expected to use the intersection through year 2040. Using this information, the analysis concluded the following:

- Based on historic data, day-to-day motor vehicle commuter travel through the intersection during typical weekday morning and evening periods (7-9 AM and 4-6 PM) is generally stable throughout the year.
- There are higher volumes of visitors to Lacamas Lake and Round Lake and the surrounding recreation areas during peak summer months, particularly in the middle of the day and on weekends, which greatly increases the amount of pedestrian traffic.
- During the summer months, the area also experiences a reduction in morning and afternoon motor vehicle trips when students and staff are not commuting to/from local schools.