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June 6, 2022

Scott Taylor, L.A.  
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2005 Broadway St.  
Vancouver, WA 98663

*Subject: Traffic Report, Lacamas Counseling Center  
City of Camas Case File PA21-39*

Scott:

This is a traffic report for the Lacamas Counseling Center. A traffic impact analysis (TIA) was not conducted for the site given the low volume of daily traffic being generated by the proposal.

The Lacamas Counseling Center will have up to 11 counselors on-site at any time providing meetings throughout the day for youth and families. This is a lower volume health services business. There will be two offices and approximately 8 meeting rooms along with restrooms and a waiting room. The site is located at 3631 NE Everett Street (parcel 124290-000) in the City of Camas.

The zoning designation for the 0.52 acre parcel is MX, Mixed Use. The site is vacant. Land uses within the vicinity of the site consist of single family homes. An unoccupied body shop is to the south. Lacamas Lake is to the west. A vicinity map, aerial photograph and preliminary site plan are shown in Figures 1, 2 and 3.

***Streets and Intersections***

The site will have access onto SE Everett Street (SR-500) through a single driveway. Southeast Everett Street is a two lane paved roadway with intermittent gravel/grass shoulders. Double yellow striping is along the center of the roadway indicating that passing is prohibited. The posted speed limit is 35 mph. NE Everett Street is a state route requiring a total right-of-way of 74 feet.

A roundabout was recently constructed south of the site at the SE Everett Street/NW Lake Road intersection. North of the site is a fully actuated traffic signal at the SE Everett Street/NE 43<sup>rd</sup> Avenue intersection. The remaining intersections within the area are controlled by stop signs on the minor street approaches. The lane configurations at several intersections within the vicinity of the site are shown in Figure 4.

### ***Site Traffic Generation/Distribution/Assignment***

The ITE Trip Generation Manual, 11<sup>th</sup> edition does not include a specific land use for a counseling center. Therefore, a clinic was used as the most appropriate use. The land use of clinic was based on correspondence with staff from the City of Camas. Based on the clinic land use and data in the Trip Generation Manual the site would generate 114 trips during a weekday. Eight trips would occur during the AM peak hour and 11 trips would occur during the PM peak hour. The trip generation rates are shown in Table 1.

**Table 1  
Site Traffic Generation**

Land Use	ITE code	Trip Generation	GFA	Trips/Day	Trips/AM Peak	Trips/PM Peak
<i>Clinic</i>	630	37.6 trips/1,000 Sq. Ft. GFA - Daily 2.75 trips/1,000 Sq. Ft. GFA - AM Peak Hour 3.69 trips/1,000 Sq. Ft. GFA - PM Peak Hour	3,042	114	8 (in-7, out-1)	11 (in-3, out-8)

The directional distribution of traffic projected to travel to and from the development was based on a survey conducted in the area during the weekday AM and PM peak hours. Based on the survey approximately 30% of the site traffic will travel to and from the north on SE Everett Street and 70% will travel to and from the south. The site traffic distribution and assignment diagram is shown in Figure 5.

### ***Sight Distance***

Sight distance was measured at the future access onto SE Everett Street. Based on the criteria in AASHTO, A Policy on Geometric Design of Highways and Streets, 2011 and the posted speed limit of 35 mph on SE Everett Street the recommended corner sight distance is 390 feet. This distance is met when looking towards the south. The sight distance when looking towards the north is slightly restricted by vegetation along the site frontage. The removal of the vegetation would provide for a corner sight distance that would extend over 400 feet to the north. This will occur with build out of the development to improve the sight lines and meet the requirements in AASHTO.

### ***Pedestrian/Bicycle/Transit Considerations***

No pedestrian or bicycles were observed along the site frontage of SE Everett Street during field observations. The site is not served by public transit service.

### ***Turn Lanes***

A right or left turn lane improves safety and increases the capacity of the roadway by reducing the speed differential between the through and right or left turning vehicles. Based on the low volume of vehicles entering the site from the north or south during the AM and PM peak hours a right or left turn lane is not justified.

### ***Turning Movement Conflicts***

Given the low volume of vehicles entering or leaving the site turning movement conflicts will not occur at the site driveway. There are also no nearby intersections or driveways with any significant volumes.

### ***Traffic Circulation Plan***

A cross circulation plan with block lengths is not applicable for the site given existing structures to the north, south and west. Lacamas Lake is to the west.

### ***Conclusions/Recommendations***

The Lacamas Counseling Center will have a minimal impact to the surrounding roadway system. No additional traffic control devices or off-site roadway improvements were identified to accommodate the development.

Adequate corner sight distance should be provided for along the site frontage of SE Everett Street for vehicles leaving the site. Obstructions by vegetation, signs or other objects should not be allowed.

Please contact me if you have any questions regarding this report. I can be reached at 360-433-7530 or e-mail to [Kellyengineer@comcast.net](mailto:Kellyengineer@comcast.net).

Sincerely,

*David Kelly*

David Kelly, P.E.  
Transportation Engineer



6/6/2022

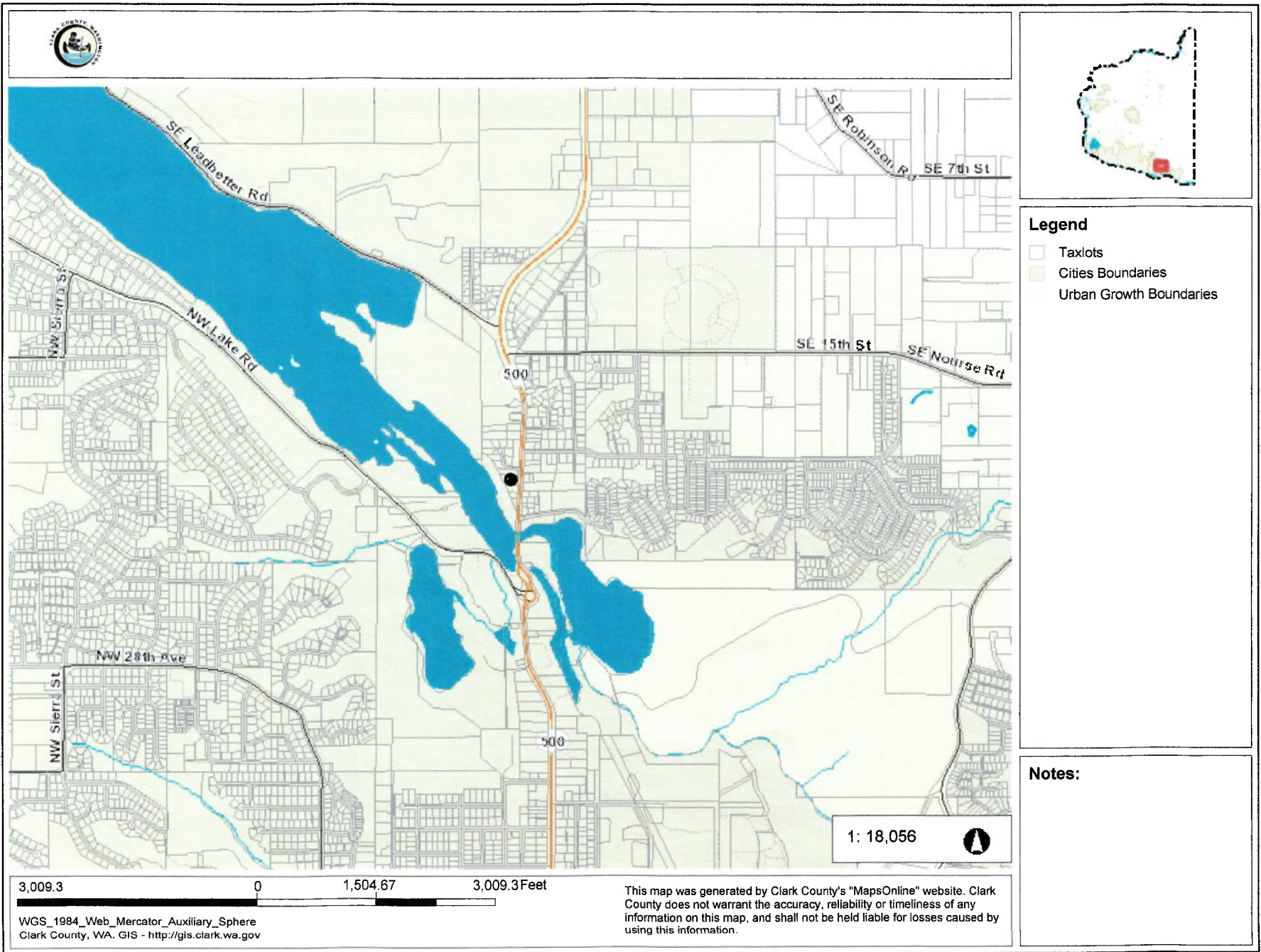


FIGURE 1

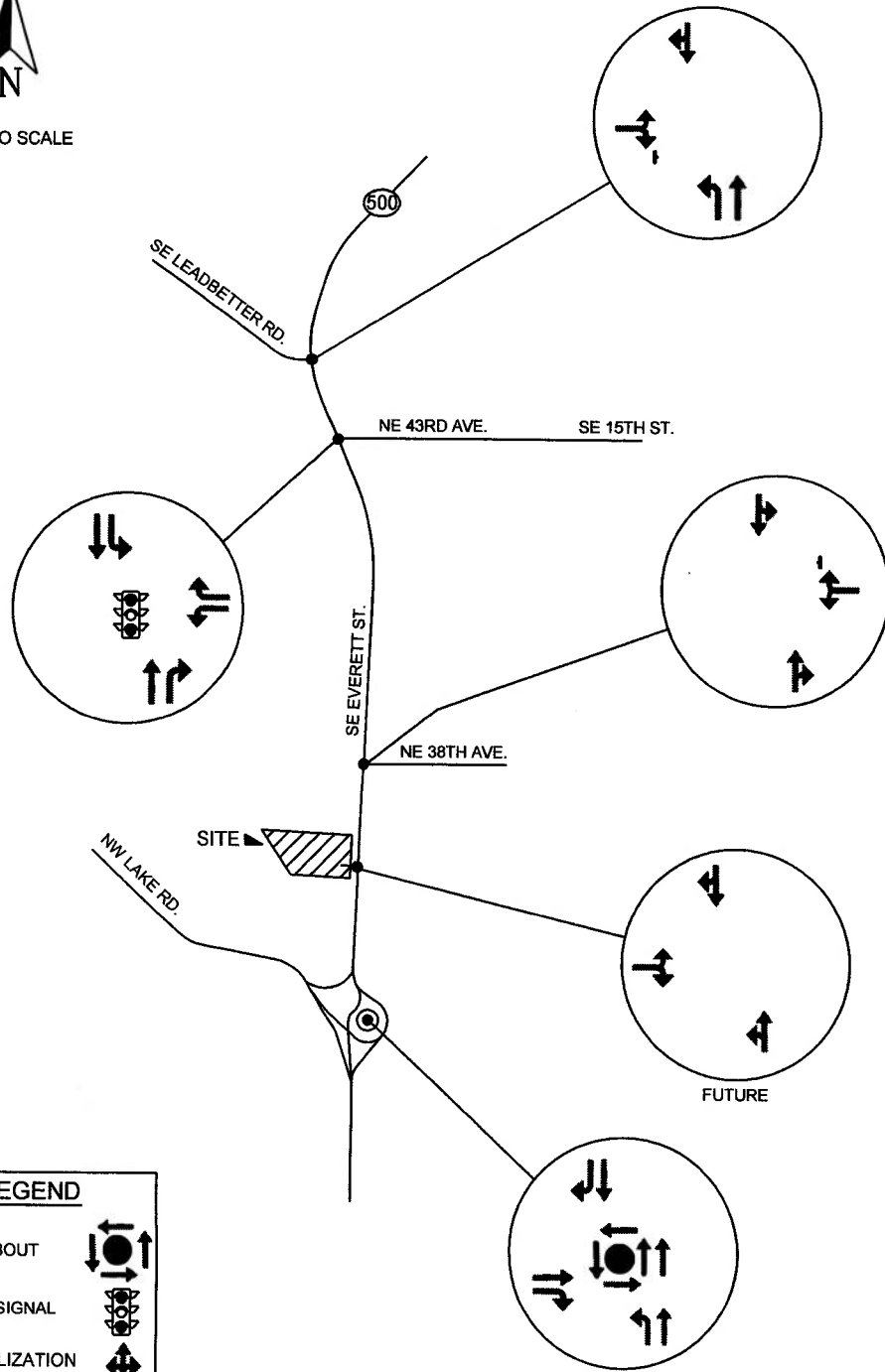


**FIGURE 2**





NOT TO SCALE

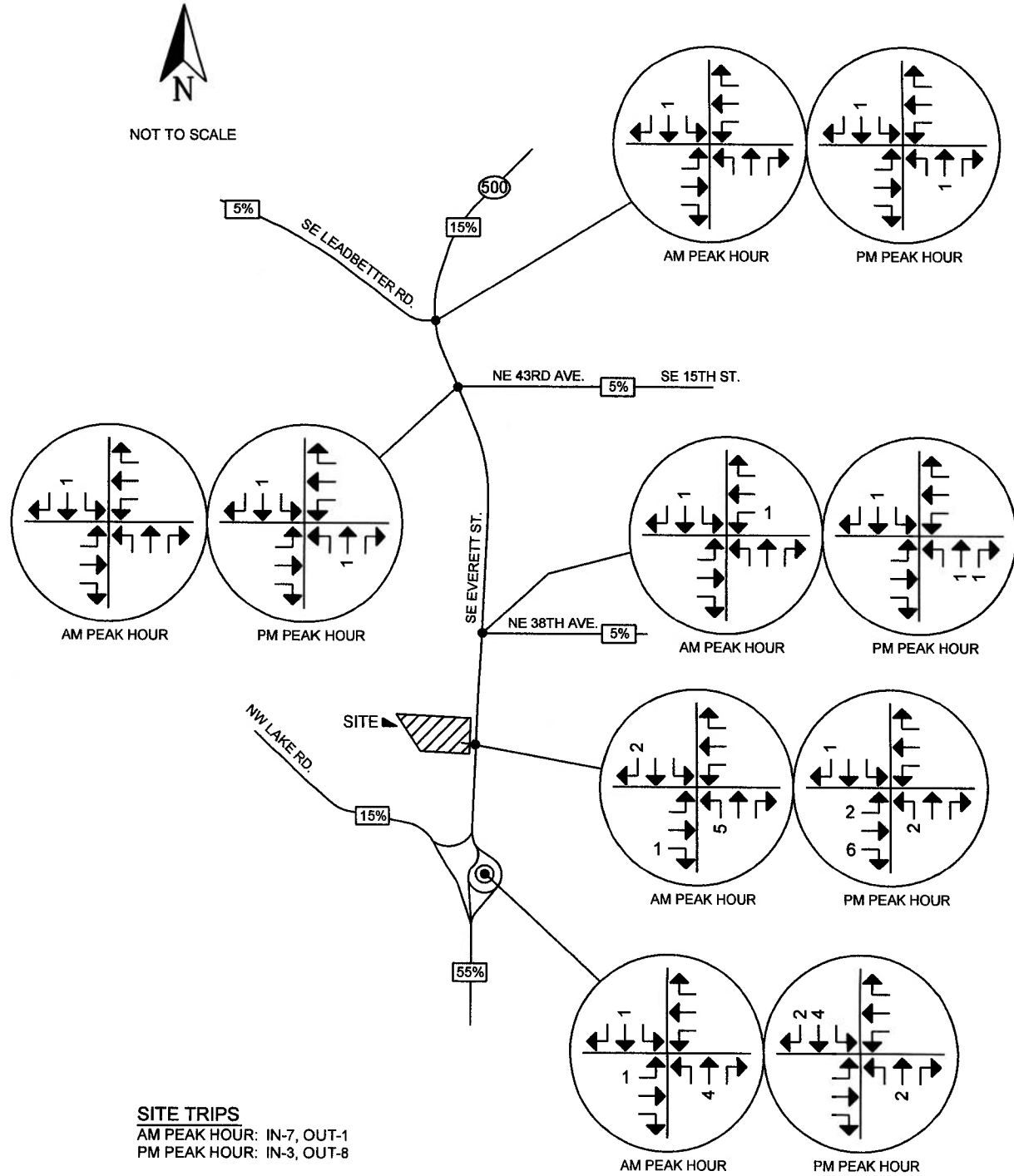


LEGEND	
ROUNDBABOUT	
TRAFFIC SIGNAL	
CHANNELIZATION	
STOP SIGN	

LACAMAS COUNSELING CENTER

**FIGURE 4**  
**LANE CONFIGURATIONS**

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LACAMAS COUNSELING CENTER

**FIGURE 5**  
**SITE TRAFFIC DISTRIBUTION/  
 ASSIGNMENT**

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