

# **CAMAS NW LAKE ROAD AND NW SIERRA STREET INTERSECTION IMPROVEMENT PROJECT**

## **SUMMER 2024 PUBLIC OUTREACH SUMMARY**

Prepared for:

City of Camas

Prepared by:

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**July 2024**

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# INTRODUCTION

At the February 5, 2024, City of Camas Council workshop meeting the City Council requested public outreach to be completed for the NW Lake Road and NW Sierra Street Intersection Improvements Project. The City of Camas conducted the public outreach between April and early June 2024 to share information about the proposed intersection improvements and hear the Camas community's thoughts, ideas, concerns, and experiences at the intersection. The following provides a summary of public outreach tasks completed and feedback received. This document will be shared with City Council to help determine whether to move forward with design of the project, and if so, whether to add a new traffic signal or roundabout.

## OVERALL PARTICIPATION AND NOTIFICATION

To share information and gather feedback on the proposed improvements, the project team developed an online survey, hosted an in-person open house, and conducted direct outreach to impacted property owners and stakeholders through small group briefings and one-on-one meetings.

Overall participation and notification are summarized below:

- Webpage on Engage Camas with 687 site visits and 141 informed participants who showed significant interest by visiting the Key Dates page or downloading website documents.
- Postcard mailer sent to all available addresses in Camas (over 13,000 households).
- Five social media posts with over 200 total comments.
- Outreach to four residential property owners immediately adjacent to the intersection and that may be impacted by the project, resulting in three one-on-one meetings.
- Outreach to five area stakeholder groups including the Camas School District, Camas-Washougal Fire Department, bike and pedestrian groups and local homeowners associations. Meetings were held with all groups, with the exception of the school district. Project staff reached out to the school district but received no response.
- Online survey available from May 22 through June 10, resulting in 188 responses.
- Yard signs were distributed in the project area advertising the open house and Engage Camas page.
- Open House held on May 29 at Lacamas Lodge. Over 60 people attended.

## FEEDBACK SUMMARY

### ONLINE SURVEY

This section summarizes the feedback received through the online survey. Please see [Appendix A](#) for unedited versions of the comments.

NW Lake Road and NW Sierra Street Intersection Improvement Project:

## ONLINE SURVEY RESPONSES

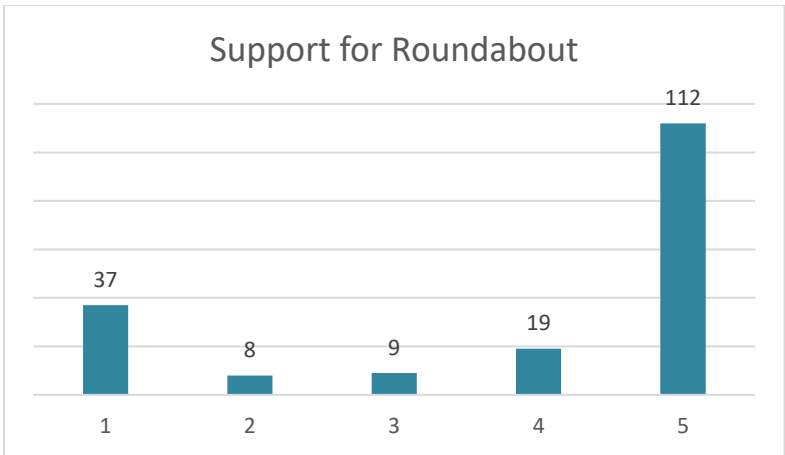
Online open house participants were given the opportunity to respond to questions about their preference between the two proposed intersection improvement options for NW Lake Road and NW Sierra Street. 188 responses were received. The majority of respondents prefer the roundabout option over the traffic signal option, with 61% of respondents indicating that they strongly support the roundabout option and only 34% of respondents showing strong support for the traffic signal option.

Participants were invited to share additional feedback in an open-text question, some suggested alternative approaches such as a three-way stop, increased police enforcement, and speed monitoring. Feedback is summarized below.

*Note: Unless otherwise stated, the percentages listed in the analysis of each question take into consideration the number of participants who responded to the question, not the total number of people who participated in the online open house.*

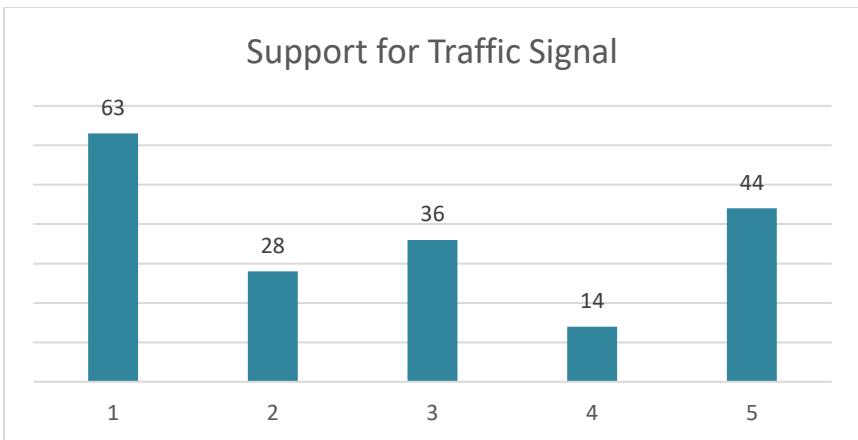
### 1. On a scale of one to five, one being the lowest and five being the highest, how much do you support this option (roundabout)?

Of the 185 responses to this question, most respondents (61%) indicate that they highly support the roundabout option (rating five), while some respondents (20%) indicated that they do not support the roundabout option (rating one). Respondents who chose ratings two to four indicated an overall neutral-leaning supportive attitude towards the roundabout option, with 4% of respondents choosing rating two, 5% of respondents choosing rating three, and 10% of respondents choosing rating four. **The trend of these ratings demonstrates a mostly supportive attitude towards the roundabout option** with 71% of participants rating it four and five and 24% of participants rating it one and two.



**2. On a scale of one to five, one being the lowest and five being the highest, how much do you support this option (traffic signal)?**

Of the 185 responses to this question, most respondents (34%) indicated that they do not support the traffic signal option (rating one), while some respondents (24%) indicated that they highly support the traffic signal option (rating five). Respondents who chose ratings two to four indicated a more neutral overall attitude towards the traffic signal option that leans towards unsupportive, with 15% of respondents choosing rating two, 20% choosing rating three, and 7% choosing rating four. As compared to the roundabout option, more participants chose rating three, indicating a more neutral attitude towards the traffic signal option. **The trend of these rating demonstrates a mostly unsupportive attitude towards the traffic signal option**, with 49% of participants rating it one and two and 31% of respondents rating it four and five.



**3. Do you have any thoughts about the project you would like to share with the project team?** (open-ended) 106 open-text responses were received. Themes of feedback collected are summarized below:

- **The majority (76%) of the respondents support improving the intersection due to speed and safety concerns**, this includes participants who are supportive of the roundabout option, the traffic signal option, and supportive of both options or general improvements. Based on the open-text responses, the roundabout option (38%) received more support than the traffic signal option (15%).
- Of the 106 responses, **38% are more supportive of the roundabout option** as it would reduce congestion by allowing a more continuous flow of traffic and improve safety by reducing traffic speed and the likelihood of high-speed collisions. A roundabout was also noted to be a better long-term solution as it requires less maintenance and is more aesthetically pleasing and environmentally friendly. At least one respondent suggested that the roundabout should be placed at Leadbetter and Lake Road instead as it has more space and provides better visibility.
  - However, around 8% of respondents expressed concerns with safety as traffic could speed through a roundabout, as well as concerns related to the cost of construction and the potential impact on residents such as increased air and noise pollution, negative impacts to the property value and disruption during construction.
- Of the 106 responses, **15% are more supportive of the traffic light option** as it is less expensive, easier to navigate, and quicker to construct and install. They also noted that not all drivers know how to navigate a roundabout, which could thus create more safety issues.
  - However, several participants (7%) commented that traffic lights have a higher long-term maintenance cost and could increase congestion due to inefficient signal timing, or by creating “stop-and-go” traffic and right-of-way conflicts between vehicles and pedestrians.
- Of the 106 responses, **9% do not think the current situation at the intersection warrants an investment**, they shared that they are residents of the area or frequent users of the intersection but do not experience the issues described.
- Of the 106 responses, **25% are supportive of an improvement but not supportive of the options provided and suggested other alternatives** such as a three-way stop, blinking lights, speed monitoring, or increased police enforcement. They noted that the funds could be allocated to other City projects including addressing pothole issues on the roads. Other suggestions for improvement included a longer traffic study, adding a sound wall, better vegetation management to improve sightlines, adding "Slow Down" signs or temporary traffic signals before committing to a more permanent infrastructure, as well as adding a

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dedicated right turn lane and removing left turn lanes to encourage drivers to take alternative routes for better traffic flow management.

- **Several individuals (8%) raised concerns about the intersection**, including poor visibility for turning vehicles and the potential impact on property owners due to increased traffic noise, construction, and land acquisition.

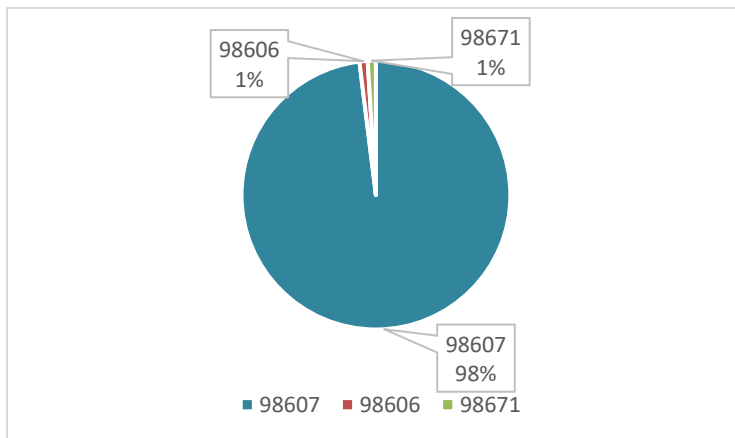
## DEMOGRAPHIC INFORMATION

Participants from the online open house were asked a series of optional demographic questions. Demographic information is collected to help project staff better understand the audience we are reaching and can be used as a metric to evaluate the effectiveness of the outreach tools.

*Note: Unless otherwise stated, the percentages listed in the analysis of each question take into consideration the number of participants who responded to the question, not the total number of people who participated in the online open house.*

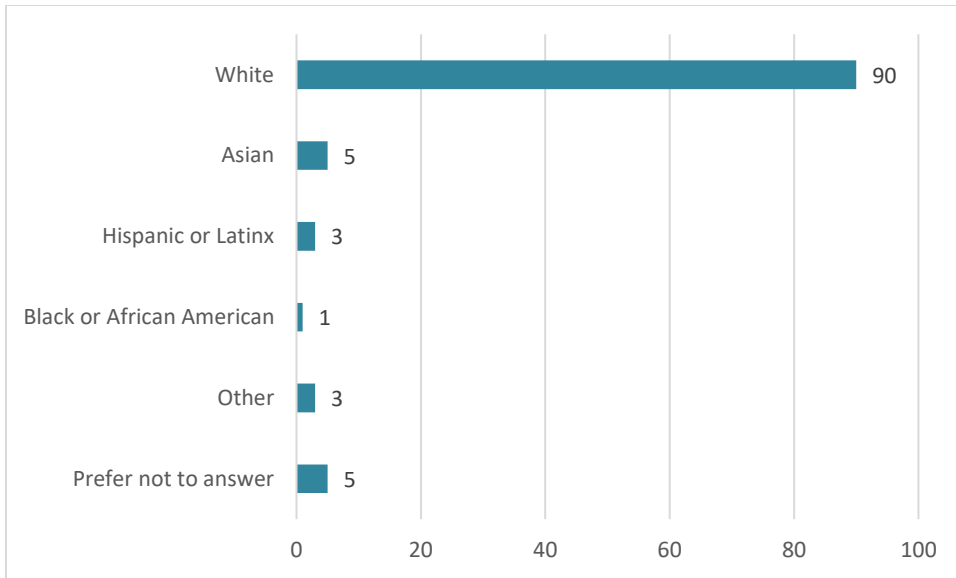
### Zip Code

Of the 102 responses, most respondents (98%) indicated that they live in the zip code 98607. With two respondents living in 98606 and 98671 respectively.



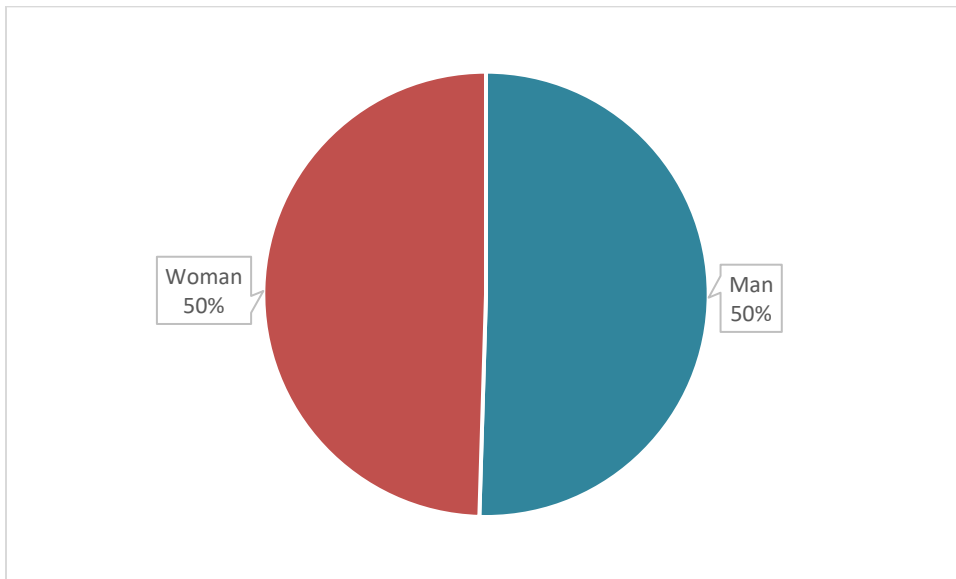
### Racial or Ethnic Identity

Of the 107 responses, the majority of participants identify as white (84%). The second largest group of participants selected Asian or Asian American (5%). Three percent (3%) of the respondents selected “Other” with one listing “Human.”



### Gender

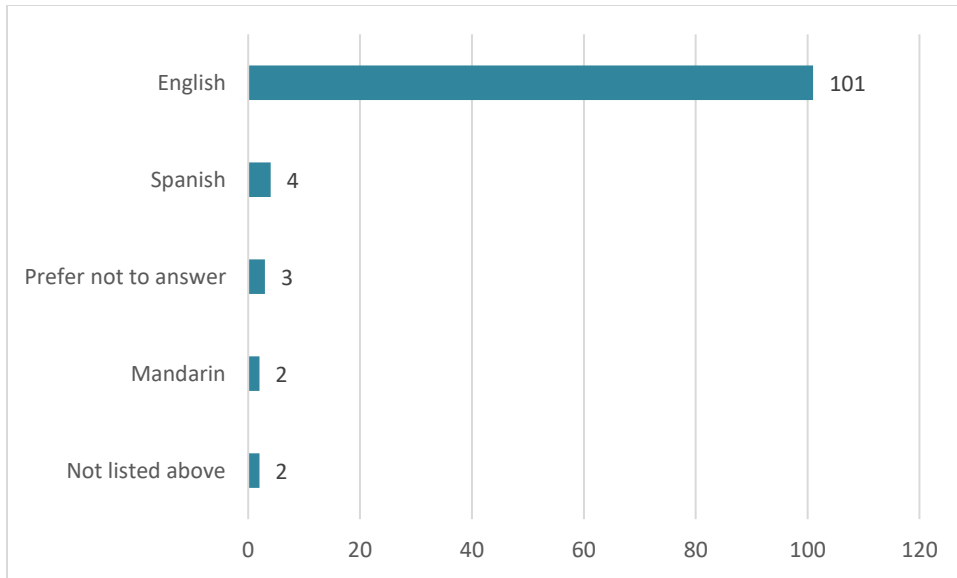
Of the 105 responses, 50% of the participants identify as men and 50% of the participants identify as women.



### Language Spoken At Home

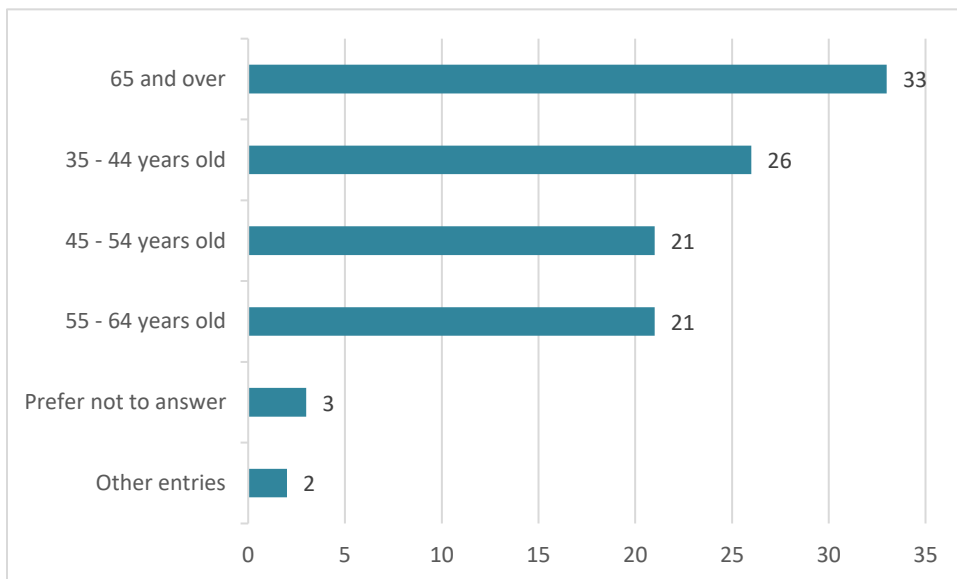
Of 112 responses to this question, the majority of participants (90%) speak English at home, followed by Spanish (3.6%) and Mandarin (1.8%). Some participants (1.8%) indicated that the language they speak at home are not listed. Two respondents shared that those languages are Japanese, Italian and French.





### Age

Of the 106 responses, the majority of the participants (31.1%) were 65 and older. The second largest group was between 35-44 years old (24%).



## OPEN HOUSE FEEDBACK SUMMARY

This section summarizes the feedback received at the in-person open house held on May 29, 2024, at Lacamas Lodge. Over 60 people attended the event, and around 27 written comments and comment forms were collected. Attendees were generally supportive of the project and several expressed support for a roundabout over traffic signal, noting that it would allow a continuous flow of traffic. Participants were invited to share feedback on comment forms, post-it

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notes or directly with project staff. Please see [Appendix B](#) for unedited versions of the open house comments.

Below is a summary of the feedback received, organized by common themes:

*Note: The themes below summarize all feedback received at the open house event, both written and verbal. The percentage included in the summary below is only based on written feedback and is not representative of all inputs gathered at the event. The percentages shows the themes of feedback and may not total to 100%.*

- Most (43%) support the roundabout option as it is more aesthetically pleasing, creates a more continuous traffic flow, and is a longer-term solution that does not require upgrading in the foreseeable future.
- Several (27%) support the traffic signal option as it requires traffic to stop, lowering the possibility of people speeding through the intersection. They also noted it is easier to navigate in comparison to the roundabout. Some (23%) participants expressed support for either options or general improvements.
- Some folks (27%) voiced the desire for the City to do nothing as current levels of congestion and number of incidents do not warrant this investment. Some also shared concerns about the cost of improvement.
- Concerns (27%) with the current intersection include visibility issues due to shrubbery, speeding, and increased congestion during commuting hours.
- Suggestions (17%) for other approaches include a three-way stop, increasing police enforcement, speed monitoring, and vegetation maintenance to improve sightlines.

## **ONE-ON-ONE MEETING WITH IMPACTED PROPERTY OWNERS**

In April and May of 2024, the City conducted targeted outreach to property owners immediately adjacent to the intersection and that may be impacted by the project. Project staff mailed letters to four property owners requesting a meeting and were able to meet with three of the four property owners. Of the three property owners the City met with, two were supportive of the project and preferred a roundabout over the traffic signal. The other property owner expressed support for the traffic signal option but also shared concerns about potential property impacts such as increased noise.

## **STAKEHOLDER GROUP MEETINGS**

In May and June of 2024, project staff reached out to five area stakeholder groups by email including the Camas School District, Camas Emergency Services, bike and pedestrian groups, and representatives of the Lake Pointe and Lake Heights homeowners associations. Meetings were held with all groups with the exception of the school district. Project staff invited the school

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district to a meeting but did not receive a response. Overall, the roundabout option was preferred for allowing a continuous flow of traffic, increasing safety for the traveling public and for its traffic calming properties. Below is a summary of their discussions:

- Bike and pedestrian representatives are both supportive of a roundabout option. They noted that recreational cyclists would likely use a sidewalk or shared-use path while advanced cyclists typically use the traffic lane, following the same rules as motor vehicles. The roundabout option would allow advanced cyclists and traffic to flow through continuously. The representatives also shared suggestions for future bike infrastructure improvements including:
  - For future development, on the downhill portion of Lake Road, people biking would prefer to stay in the travel lane rather than a bike lane that transitions into a shared-use path.
  - Creating separated paths for cars, pedestrians and cyclists such as raised sidewalks, a dedicated “bike road” with bumpers between cars and bike road, instead of a shared-use path that serves both pedestrians and cyclists.
- Homeowners association representatives were supportive of improvements to the intersection. They prefer the roundabout option to slow traffic traveling along NW Lake Road and for overall safety. They noted that a roundabout is also likely less noisy than a traffic signal. One of the representatives inquired about impacts to property owners and was supportive upon learning that neither option is likely to permanently impact private fences or walls. They were also curious about landscaping and potential tree impacts. The project team committed to continuing to communicate with them regarding landscaping and irrigation impacts and that any trees that are impacted will be addressed in accordance with City of Camas code.
- The Camas-Washougal Fire Department representative noted a preference for the roundabout for the increased safety of the traveling public and easier traffic control. They shared a desire to see pedestrian crossings on Lake Road and on Sierra Street, noting that a flashing beacon similar to what was installed at the Everett/Lake roundabout would improve pedestrian safety. They added that a crossing or pedestrian infrastructure is also needed at Leadbetter and Lake Road.

# APPENDICES

## APPENDIX A: ONLINE SURVEY OPEN-TEXT RESPONSES

Below are the unedited comments respondents submitted for the open-text questions in the online survey.

I think building a traffic circle will be a huge inconvenience for homeowners in the area and those wanting to access the lake. Construction always takes longer and costs more than is anticipated. The traffic light seems to be the easiest solution for the present time.
Roundabouts are not always the answer to a problem. The current roundabout near Round Lake is not safe and does not keep traffic flowing. There have been several times when I have seen cars not follow the signs or speed up to not let ongoing traffic go.
How much will the roundabout affect the surrounding environment and ecosystem?
IMHO you should ignore the votes of people who are over 60 or have never driven in a country where roundabouts are common. I am not joking.
N/a
Roundabouts are best for lower traffic areas, especially since a traffic light will slow everyone down more.
I don't believe u are giving the full picture of the superior safety of the roundabout. Eventually somebody will zone out  the red light on lake road resulting in a high speed right angle collision. This is especially dangerous to younger drivers who do not proceed defensively into a green light. Many agencies across the country are adopting round about first policies because of large data sets that prove out significant safety benefits of round abouts. Washington is a target zero state and we will never get there if we continue to think traffic signals are equivalent to roundabouts, this certainly is not in alignment with professional opinion today! We need to do the right thing and not let this be a popularity contest where people who fear change prefer a signal at the expense of everyone else's safety
Please no more roundabouts. Stop signs or signals only please.
Doing nothing would be best. There is too much road construction around already!

I hope that the city will respect the homeowners opinions on forcing a sale of their land and what it would do to their home values.
Very strongly favor roundabout option.
A light here is needed, and another is sorely needed at the intersection of NW Leadbetter and NW Parker. As for the roundabout idea, I like them at nodes, such as the new one at the corner of the lake and the one entering downtown Camas. Let's not go roundabout crazy - a stoplight is best at Lake & Sierra.
really would like sidewalk and bike lane on the uphill side of Lake Rd between Sierra and the current roundabout so that residents on the hill don't need to cross Lake to walk or bike.
Something needs to be done. We try not to go through this intersection because of all the traffic, especially going left from Sierra onto Lake.
In the time I've lived in Camas at least 4 new roundabouts have been built and every single one has made travel more dangerous without alleviating any traffic issues. They sound great in theory, but the vast majority of people are too dumb to use them without causing problems.  Other than "the pool", this might be the most absurd idea Camas has had for wasting taxpayer money. In 8 years I've never seen more than 2 cars waiting to turn onto or off of Sierra. Why on earth would you waste millions of our dollars and make our daily travel more dangerous just to save someone 20 seconds? Please stop wasting our money and trying to solve problems that don't exist.
Roundabouts have been proven to be safer and more efficient for motorists and pedestrians alike. If people could see how effective they are in countries like Ireland, they would despise another traffic light.

I attended the meeting in May for community feedback and have two thoughts based on this:

1) There wasn't in my opinion enough emphasis on safety as opposed to congestion of traffic. Poor turning visibility from Sierra on to NE Lake for both right and left turns to me far exceeds the wait time as an issue.

2) Council person Senescu at the onset of meeting stated her disappointment that the presentation not including the option to do nothing since as she stated there was no problem. Overhearing her conversation with others she stated she did not live in the impacted area but traveled on NE Lake. However her mother did and she (her mother) didn't feel there was a problem. This raises concern on overall decision making by the council and what influences their decisions. Why spend money on studies if friends and family carry more weight on decision making than the overall community? Everyone's opinion should be heard and studies considered before taking a stance by each council member. To disregard all forms of input does not represent our entire community regardless of what a certain individuals feel. We all have opinions and they should be considered BEFORE taking a stance if you want to truly represent the entire community that voted for each of you. I hope all council members have open ears to the entire community they represent. To me that is government for all the people, even if I don't have the winning option.

A traffic light is less expensive than a roundabout and fewer trees would be cut down.

Some thoughts: many are proposing do nothing. That should be an option rather than a traffic circle or traffic light.

Other options could include:

-Removing the left turn lane from Sierra onto Lake - the area between Sierra and Parker is residential and this would not hurt any businesses. The travel time from Sierra to Costco is 5 minutes. Going from the closest neighborhood to the intersection to Costco via Parker instead is 9 minutes. The 5 minute travel time is not considering the wait time to turn left onto Lake during the busy hours so it would likely be almost the same often. The increased traffic during the high school busy time would not be at the same time as the middle school busy traffic time so 38th Ave/Parker and Parker/Lake intersections would not be overwhelmed.

-Put a simple red/yellow blinking light like the one in Downtown Camas and add no left turn hours during the beginning and ending of the high school day. Red for those entering Lake from Sierra and yellow for those on Lake. If we have managed with the blinking light downtown forever we can manage with it here.

Has it been considered to set up a temporary signal like used for construction to test the traffic signal option? That could be done for next to nothing and the city could see if it works well before spending any more taxpayers' money.

I don't think the traffic circle is a good idea here as it would be too small. The car count traveling on Lake is higher and they will be entering the traffic circle almost back to back during the busy hours which will make it difficult for those entering the circle from Sierra to go west on Lake to find a spot in between them.

How much will the roundabout affect the surrounding environment and ecosystem?

Has anyone thought about a 3-way stop? Stop signs are cheap, no waiting for lights, would slow down speeding east-west vehicles as they approach the stops and could be implemented immediately.

I think there are other options such as just make it a 3-way stop sign intersection, with maybe a right lane for a right turn of of Lake onto Ciara. Also to do some "Field of Vision" clean up, so traffic coming out of Ciara can see better, and add some "Slow-Down" signs coming toward Ciara on Lake Ave.

With a population population growth expected to increase... Will there be any type of sound barrier for those of us whose backyards but up to Lake Street

<p>Something needs to be done! Would you consider a three way stop sign?</p>
<p>You could do nothing or make it a three-way stop with stop signs placed at that intersection. If you go with the roundabout - there are no guarantees that drivers on Lake would yield and I believe puts drivers at a greater risk. Also the noise level is high - school busses and trucks are the worse for noise - Sound wall is needed!</p>
<p>First, thank you for improving this area. I've lived near this area for 20 years and have experienced it increasingly become slow, congested &amp; dangerous to use. I appreciate the comparison data you have given to help people understand that tactics that lead to faster &amp; greater short term gain often lead to long term loss/cost and an ongoing waste of finite resources. Traffic lights are not only inferior to roundabouts in function, they are a poor investment, especially if we have the funds, patience &amp; will to make the better choice now. It will pay off in dividends in the coming future. Thank you for letting me give my thoughts.</p>
<p>I do not think that either of the alternatives are necessary at this time! I travel down Sierra at least 3-4 times a week and I agree that there is occasionally a wait time to get onto Lake Road but do not believe it is at an unacceptable level and that the City's money is better spent elsewhere! I guess I don't understand how this is already at the level that there is a choice being picked when the cost to implement either solution has yet to be approved?? Again, I personally think that we have more pressing issues in our city that need addressed than worrying about having to sit at an intersection for a few extra seconds during rush hour.</p>
<p>Roundabouts are for leftists and WEF 15 minute city type of bureaucrats. Have you driven on HWY 14? The roundabouts there make for congestion and accidents.</p>
<p>It's really very much needed. I have experienced or seen too many close calls trying to turn left onto Lake Rd.</p>
<p>Roundabouts maintain a continuous flow of traffic, whereas a light would still require wait time entering Lake Road. Roundabouts are a much better option in the long run. People which are negative about roundabouts do not understand the positive benefits of circles. Roundabouts have been used in Europe for many, many years, and move a lot of traffic without issues. Stop lights do exactly what the name implies, STOP. Please put in a roundabout.</p>
<p>I do not believe we need either option. What we need to just keep the vegetation maintained regularly. I drive that way at least 4 times a week and I have never waited that long to turn left onto Lake road. And I have never seen an accident it that area. I seems a waste of money to me.</p>
<p>Simplest is best and far less disruptive to the neighborhood. Also in my experience traffic circles do not work well if there is significantly more traffic on one road than the other (try</p>



<p>getting onto Hwy 14 at rush hour from the roundabout at Cottonwood in Washougal sometime!, its so difficult I detour around it). This is also true at Lake Rd. Around the times parents are driving to schools there is way more traffic on Lake Rd, so the wait to turn is long. I don't believe that a traffic circle will solve this problem, since they don't work when trying to enter Hwy 14 from side roads and this intersection has the same problem.</p>
<p>The roundabout is the most sensible and sustainable option, given projected future growth in Camas. Thank you.</p>
<p>I travel this road multiple times a week, I don't think a 20, 90 or even a 100 second wait is really that big of a deal. I think this project is unnecessary. Is this really about reducing the already minimal traffic wait times or a few squeaky wheels concerned about traffic accidents? Don't pull out onto the street if it's not clear and safe to go. Common sense. I do not want to stop at a traffic light here especially if it's not motorist triggered and I'm stopping for a car that isn't there to turn. I think the roundabout can be made without taking property owners land to do so. Portland puts in plenty of little roundabouts on the tiniest neighborhood streets and they don't take people's property to do so. Take a look at NE 7th Ave at the intersections of NE Russell, NE Sacramento and NE Tillamook for example.</p>
<p>I've never encountered a congestion problem here, maybe a minor inconvenience but not in need of this project</p>
<p>Safety of drivers exiting Sierra is my greatest concern. The traffic circle solution seems like overkill. Yes, the lights might slow Lake traffic at times, but if Lake gets too congested, drivers will find an alternative route if necessary. Also, drivers leaving the Prune Hill area have two other exit options if they don't want to wait at the traffic light: Lackamas Lane and 20th Street.</p>
<p>Safety should be the #1 priority. The traffic signal would achieve this without going overboard with a roundabout. I think the roundabout is overkill.</p>
<p>I see this as more of a safety issue than a traffic congestion problem. The main hazards are poor visibility on making right or left turn from Sierra onto Lake in addition to making a right turn from Lake onto Sierra without a dedicated right turn lane. I appreciate being proactive and not waiting for increased accidents and close calls with cars, bikers and pedestrians. It's not "if" It's when and how many incidents are enough to take action. Safety first.</p>
<p>Roundabout is my vote! Look at how much better traffic is with the one down by the lake!</p>
<p>Why is there a right turn lane when entering the roundabout and taking the first turning is the same?</p>
<p>Given current budget issues, I would opt for the less expensive option. Safety needs to be the number one priority and the quicker and less costly option makes the most sense. I have lived in Lake Pointe for 27 years and have observed the reckless behaviors of many drivers at</p>

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<p>this intersection. The roundabout option would have a small footprint and I am afraid it will not be as effective as others in the area.</p>
<p>A roundabout is the safer, less noisy, and "greener" option. Two questions come to mind:  - is the potential purchase of residential land already included in the estimated project cost?  - How would the structural integrity of the north side of the roundabout be ensured, given that there is a sharp drop off?</p>
<p>Concern coming out of Sierra Street that traffic heading west on Lake Street is hard to see. A roundabout would not help this as they would have the right of way. A traffic signal is the better, safer option.</p>
<p>If traffic signal is selected, include sensors so the light is predominantly green on NW Lake Rd and only changes occasionally when car(s) present on NW Sierra St. Include considerations for traffic pattern effect on NW Lacamas Ln traffic entering NW Lake Rd. This intersection has similar access and safety issues, particularly during peak commute times. It also has less visibility due to road curve and adjacent hillside. (I live up the street from this intersection.)</p>
<p>Would be nice if a bike lane could be added on NB Lake Road from the Sierra intersection down to Everett. This will also become a bigger safety issue as density and traffic (both car and bike) continue to grow.</p>
<p>If roundabout is an option, a pedestrian crossing would be a must also</p>
<p>Many times the drivers on NW Lake Road go much faster than speed limit. The curve and downhill to the south of Lake Rd caused blind spots to drivers turning out from Sierra. With that, a traffic circle could be another hazard to drive. Traffic signal is straight forward to solve this problem. I normally skip this junction during peak time and detour to use the traffic signal at NW Parker St.</p>
<p>I think a round about is probably the best way to go but I don't like that you would take land away from people living there.</p>
<p>This intersection impacts me as I live off Lake road and Sierra in a family of 5. I would prefer a traffic circle, because it keeps traffic flowing. Should no one be waiting at Sierra to enter Lake Road, then a traffic light will slow down traffic on Lake Road, which is continuous and busy. A traffic circle will slow down traffic to safe speeds- there is drag racing on Lake some nights, which is very loud and dangerous. A traffic circle will allow a smooth flow of traffic, without causing unnecessary stoppage.</p>
<p>Roundabouts are very nice and do like them but concerned about the added time and costs as i assume that means we as the tax payers will have to pay it. Costs for everything are already so high</p>

Thank you for creating this process for feedback and community involvement. Thank you for working to fix this intersection.
Start building!
Start building!
Either option seems good. Always better to consider impact to those proper owners in the area.
I prefer a roundabout design for this intersection but NOT as what's shown with a right in and right out for Sierra. There is no reason for those to be included in the design and a dedicated right out of Sierra would bring conflicts with EB through Lake traffic going down the hill due a very short merge. There are plenty of other roundabouts in Clark Couty with similar traffic that DO NOT have additional right lanes! please DO NOT do a roundabout with these additional lanes!
Roundabouts are good, there should another one at Everett and 43rd
This project should be given high priority because it is a dangerous intersection.
This project should be given high priority because it is a dangerous intersection.
Able and confident drivers love the roundabout idea over the signal. We all know roundabouts are much more efficeint at traffic flow, and reduce emissions from cars because this efficiency reduces cars idling and accelerated from stop signals. Please don't succomb to presure from bad drivers asking for the signal.
I drive through this intersection a couple times every day, but lately have taken to avoiding it because of wait times in the morning. Let's expedite this project!
I really don't think this project is necessary. Property owners in the proximity of this intersection have learned to use the nearby roads to avoid the wait. I live of 35th Ave. The property owners in The Round Lake neighborhood and the ones at the beginning of the street close to Everetts have a hard time getting into the road, morning and afternoon because of the traffic of the Camas High School. We know that that will happen and is part of life.
Good estimate on the traffic light! Long term, the costs poles will likely increase. Pay now for the traffic circle.
This comparison does not mention the huge safety improvement the roundabout will provide over a traditional intersection.
Roundabout on Lake & Everett is working wonderfully. Definitely prefer roundabout. Thanks for considering this intersection. Very much needed.

<p>Your cost estimate does not include long term spend. What is the cost over the course of 20 years? 50 years? The cost to maintain a traffic light will be much higher than a round about and should be included in your estimate.</p>
<p>I think speed has become a very big issue on our roads, especially Lake road. Navigating the roundabouts that have been constructed in Camas has become difficult with the sheer volume of cars on the road and the high speeds they drive. A traffic light require a car to fully stop and yield the road to the other driver.</p>
<p>I think the city should prioritize long term growth with these projects given the North Shore plan and the continued growth in population.</p>
<p>Roundabouts are generally a good option. Though, a street light would break up traffic making the intersection at NW Lacamas Ln and Lake road easier to cross or turn onto. An architectural feature in the center of the roundabout would be nice.</p>
<p>Would be great to see all traffic lights replaced with Roundabouts. Better for emissions and less frustration when traffic light changes too soon because of 1 car.</p>
<p>The round-a-bout option artist rendering drawing imo shows perfect traffic symmetry. I think there will be times when that is accurate, however, I also believe there will be times when it is not. My gut tells me that during high traffic times the round-a-bout may become congested; how much I do not know. Is there data that shows peak traffic, or if not can that be accomplished? If so, can that data be run through a simulation program to see how flow may actually be under duress? Traffic typically coming up the hill is going fairly fast and if there is a significant backlog it may be hazardous.</p>
<p>If a traffic light is installed, it needs to be a smart light that senses traffic and changes as needed. The light at Parker and 38th Ave doesn't change with the traffic. I get stuck there all the time at a red light when there are no other cars around.</p>
<p>This is scope creep, but I would love to see a bike lane added to the east bound lane of Lake Rd going down the hill from Sierra St to Lacamas lane. As a frequent biker of that stretch of road, there is currently no bike lane and I therefore take the vehicle lane and create large backups of traffic behind me as I bike that section. Improvements (widening and marking) to the shoulder on the west bound section would be encouraged as well. Perhaps consideration for a future project and improvements</p>
<p>no changes..traffic there is no different than 6th ave speedway..Camas is out of control..</p>
<p>Cost is the main issue and the nearby property owners. The construction for a roundabout makes more sense in the long run and future growth.</p>
<p>Due to the long-term scale of develop I think we all expect to happen on the north-side of the lake, I think it makes sense to not yet fully-develop and maximally spend on roadways in the</p>

<p>south-side of lake. Yes, the city should improve safety and traffic in the immediate, but given the expected decisions and development to the north-side of lake/city, we should take a pause and see the traffic patterns/flow resulting, before fully committing significant change to an arterial road such as NW Lake.</p>
<p>Yes indeed! The public relations team has been overblown, over-anxious, and not worth the money the city has invested in it. Please, City Council, get a grip and make more responsible decisions in the future. Don't use this PR firm again!</p>
<p>The roundabout option at this location is a terrible idea. There is no way it would be a financially responsible decision.</p>
<p>Any project should take the minimal space. The roundabouts don't work with our current police presence. At 6th street people coming from Hwy 14 blast through without looking to see who has the right of way. It's dangerous! I hate the idea of people idling at a red light, but they can't show common sense at roundabouts.</p>
<p>I hope we are not "voting to the point where the majority wins". This needs an engineered solution, not a voted solution. Many who vote today will be gone in the future. Please do the roundabout! Less waiting, less pollution, best for society.</p>
<p>I would like to say that the roundabout on Everett and Lake appears to be a huge success and is such a joy to use! I've lived in Europe and there are roundabouts everywhere. It allows traffic to flow smoothly and saves so much drive time. I certainly hope that the vote goes with the new roundabout.</p>
<p>Roundabout is the way to go</p>
<p>Stop light would slow down direct traffic going east west on Lake Rd. whenever red light is lit, compared to current conditions. For someone passing through this intersection at least once per day this is undesirable. Also circle will be more economical in the long run.</p>
<p>Do the cheapest. The green option stinks</p>
<p>That intersection is also travelled quite frequently by what I would call cycling enthusiasts (Not a casual cyclist, generally maintaining speeds <math>\geq</math> 18-20+ mph). It's important, when thinking about bike lanes, that separated multi-use paths are not appropriate for this class of cyclist. They will be in the road, or in dedicated bike use only bike lanes where available. Some drivers in cars already treat cyclists as not appropriate users of roadways, care needs to be taken to not exacerbate this when describing the options.</p>
<p>I support the roundabout option, considering it will be the most efficient way to move traffic in that intersection as well as require less maintenance, although the upfront building costs are higher.</p>

<p>Been living here for 30 years and traffic lights are GREAT!  I know I wouldn't want a round a bout in my yard and have never been impressed with one yet.  Thank you for explaining to me why they are popping up every where though.  They are another aspect of the green agenda that is basically running our state not helping.  Traffic light 100%.</p>
<p>Utilization of a roundabout solution is the most responsible option when considering future fiscal and lifecycle demands.</p>
<p>It is imperative to do something for both established and new drivers. Left turns from either direction are no joke.</p>
<p>I really appreciate the Camas roundabouts! Thanks for such a great job.</p>
<p>aside from the need for land, I really do like the roundabout as a better long term solution for the community</p>
<p>100 seconds = 1 minute. This whole thing is not necessary.</p>
<p>I would like understand the maintenance cost of a traffic light intersection. It seems like it would take a hundred years to make up the extra million dollars for the roundabout.</p>
<p>Traffic light would work the best. Traffic gets heavy on Lake Road and a roundabout would not work as well. Also, there have been several accidents on roundabouts. People don't understand how to drive in them. Team Traffic Light.</p>
<p>I would like to know when the City plans to repair/reseal our streets? The City repaired a short section on NW 28th/Cascade after I reported that a rock hit a pedestrian. I have seen nor heard what the plan/timing is to fix the many problems.</p>
<p>A roundabout in the best solution with regards to crosswalks as well. This particular intersection does not require crosswalks since pedestrian travel eastbound on Lake is treacherous/non-existent and westbound on Lake has sidewalks on both side of the street.</p>
<p>Cross walk with signal from Heritage Park to Fallen Leaf Park across Lake Road; or pedestrian bridge over Lake Road connecting the 2 parks.</p>
<p>No thoughts besides roundabout are always better for environment and traffic flow</p>
<p>A traffic circle would be better than a stoplight.</p>
<p>Something is needed here, but a roundabout would be the best option: no maintenance, constant flow of traffic, slower speeds, and traffic circles are more visually appealing. I hope the traffic circle wins out over the traffic light option.</p>
<p>Roundabouts are statistically safer</p>

Love the Everett street round about at the lake and the one at the west entrance to the city. The unforgiving potential accident on a new roundabout would be a car or bicyclist going over the Northside of the round about and falling down the cliff. Design and money needs to ELIMINATE this risk.
Thank you for asking! I travel through this intersection about six times a day and appreciate the improvement.
The traffic coming up the hill is always way too fast and unsafe not just at the intersection but when cars turn left onto Lake Road from Sierra they are tailgated by the speedsters! The roundabout will slow that down continuously whereas a signal light will only slow it down when red.
Invest for the longer term and put in the roundabout. We know the safety reasons.
Ensure SAFE and dedicated bike lanes
Much prefer a stop light than a roundabout.

## APPENDIX B: OPEN HOUSE RESPONSES

Below are the unedited comments collected through comment cards at the in-person open house:

- Safety is the main issue. It's only a matter of time before someone is killed.
- The 2 options I prefer are do nothing or a traffic light – how about Camas police making it a patrol priority during AM and PM peaks to slow traffic and speeders.
- Trim foliage in Round Lake roundabout – too high, especially out of R.LK parking lot to south, plant lower foliage.
- An excuse to spend tax payer money, nothing is needed.
- As a neighbor of Lake Heights and directly affected by either option. I think the wait times we are experiencing do not justify either project.
- No roundabout and no light. There is no safety issue – 0 accidents.
- The issues will arise with a change in traffic flow. Many students driving during high traffic times – students don't know how to navigate roundabouts. Traffic signal will increase noise and air pollution to local houses. Please do a noise study.
- Do nothing. Keep as is – no change.
- (1 for roundabout option; 5 for traffic signal option) The cost of a roundabout, not to mention the time and labor to install is prohibitive. Every roundabout I've gone through has confused drivers and traffic back up at any time of day not just at commute time. Commute traffic actually worsened after the install. It will be more of a hazard. A traffic light is more

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reasonable. Lake Road can have continuous flow and only change if traffic from Sierra triggers the light to change. That would solve the problem.

- (4 for roundabout option; 3 for traffic signal option) Concerns on there being stable land to build a roundabout. In theory, it's the better option I think – (roundabout) better for safety, traffic flow and noise. Signal easier construction, less down time, concerns for backups on hill during icy conditions. It's currently not safe at busy times. Either way, signage needed before the intersection of upcoming roundabout or signal.
- (1 for roundabout option; 5 for traffic signal option) We need to spread our budget around to addressing other areas as well as this one project. Why not try a 3-way stop sign and do a longer traffic study – more than 1 day. We want our tax dollars spent on Brady Road up to 16<sup>th</sup> to Hood and then 18<sup>th</sup> - Respond not repair. Sidewalks on our side of 16<sup>th</sup> from Hood to Astor.
- (4 for roundabout option; 2 for traffic signal option) Would a fence/wall along outside edge make the roundabout even safer?
- (4 for roundabout option; 2 for traffic signal option) Concern with both options and the noise pollution as a result of acceleration from a green light and/or slowing to navigate the roundabout. Northwest of here on NE 4<sup>th</sup> Plain Blvd there is a small roundabout that is all concrete and *stair* in color similar to your concept images. It is not a very aesthetically pleasing roundabout, is there other design options to make the roundabout look similar to the roundabout by the lake on Everett? Lake Road paving/re-paving is a critical need – the pothole fixes are not improving the road.
- (1 for roundabout option; 1 for traffic signal option) With only 5 traffic accidents in 5 years at the intersection of Sierra Street and Lake Road, all being minor accidents, I hardly think putting in a costly roundabout at 3.1 million is justifiable. Also if a roundabout was built, it would impact the ability to travel on Lake Road for a very long time (6 month or more), which would be awful. You could put in speed monitors up and down Lake Road monitoring cars and to tell them to slow down if speeding. I'm for doing nothing.
- (1 for roundabout option; 2 for traffic signal option) I don't really support either option. Based on visibility going west on Lake in the afternoons and the speeds at which people will enter the roundabout. Traffic study was not long enough to be statistically significant, or to provide accurate data to justify any changes.
- (5 for roundabout option; 1 for traffic signal option) The current intersection has created several close calls in the last two years, where vehicles leaving Sierra rush across the intersection unsafely. I don't think a traffic signal will completely fix this issue, perhaps adding speed bumps to a roundabout will stop young drivers doing donuts.
- (5 for roundabout option; 2 for traffic signal option) Roundabout increase safety by slowing Lake Road through traffic to a safer average speed.

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- (5 for roundabout option; 1 for traffic signal option) I notice folks at meeting tonight say traffic isn't bad at this corner. We live in Lakeridge North and Encounter challenging traffic turning left onto Lake. I believe something should be done.
- (5 for roundabout option; 2 for traffic signal option) Nothing is not an option. It's unsafe to turn west off Sierra onto Lake Road. Roundabouts are here to stay, we are getting used to them. People run through or ignore traffic lights, thank you for being proactive. This is an idea whose time has come, don't wait until someone is killed.
- (5 for roundabout option; 2 for traffic signal option) Long waits to turn left onto Lake Road due to people coming up the hill fast and those turning left to Sierra. Roundabout would keep traffic moving in all directions.
- (1 for roundabout option; 5 for traffic signal option) I'm concerned about speed. 35 mph is on Lake, 25 mph on Sierra/43<sup>rd</sup>. I find people on Lake drive 45 – 50 mph and about 40 on Sierra/43<sup>rd</sup>. We need to slow down traffic which a light would do. This is a residential area with a lot of walkers.
- (5 for roundabout option; 1 for traffic signal option) Please build a sound or separating wall along the south side of Lake Road.
- (5 for roundabout option; 1 for traffic signal option) I agree that something must be done. I have waited at times up to 5 minutes to make a left turn onto Lake Road from Sierra. Not a safe intersection at all.
- (5 for roundabout option; 1 for traffic signal option) Spend the money now. Everything will be more expensive in the future. The loudest complainers are not representative of the majority.
- (1 for roundabout option; 5 for traffic signal option) I would like to see the less costly improvement and spend the extra money on other City projects of which there are many I'm sure. Also the lights seems that it would have less impact on surrounding area.
- (5 for roundabout option; 1 for traffic signal option) Roundabout is best option, or 3-way stop, please include plants. Also – yes to bike lanes.
- (4 for roundabout option; 5 for traffic signal option) Some sort of traffic control at this intersection is imperative. Currently it's impossible to enter northbound, the intersection during commuting time. I'll frequently take a longer alternate route to get north, but this adds mileage to my drive each day. I was in favor of a roundabout until my experience with the Everett Street one through traffic ravel too fast to enter safely. I would prefer NW Lake Road traffic has to stop rather than simply swerve through a roundabout.
- (1 for roundabout option; 1 for traffic signal option)
- (5 for roundabout option; 4 for traffic signal option)
- (1 for roundabout option; 5 for traffic signal option)

NW Lake Road and NW Sierra Street Intersection Improvement Project:

## APPENDIX C: EMAIL RESPONSES

- My wife and I would suggest a roundabout for this location.\*Requires little or no maintenance \*Needs no power \*Works during power failures \*Has no overhead sight pollution (like stoplights) \*Cars use less fuel and saves on brakes
- I was just checking out the information you've posted about options. I'm still kind of undecided on roundabouts but the mock-ups you're using aren't going to sway many people. The colors and lane markings are very confusing. There has to be a better way show traffic lanes and vehicle flow. Why would you use the same color in a bike lane as the main traffic circle of the roundabout? People get confused going around those and I think people looking at your page will be concerned with that.
- Hello Mr. Carothers,  
I posted about this issue on Nextdoor, there are over 56 responses in one day. One person pointed out that the city has spent \$156,528 studying this intersection and found a 39 sec delay and has now proposed a potential \$3 million solution.  
This is quite unacceptable. We moved here for the small town feel and know that with increased growth comes improvements to infrastructure. However, we've all been frustrated at the lack of accountability by our elected officials on such matters. Putting in a light or roundabout will have other unwarranted consequences and does not guarantee a solution to a minor problem. Citizens have proposed multiple less expensive options the city should consider. Someone mentioned these costs were not covered at the open house. I will be honest it's hard to take time away from other responsibilities to attend meetings in which transparency and open discussions are not maintained.  
Please review the Nextdoor comments and provide the public with a response that takes into account the financial details and where this project is at with honest transparency.
- How about using the \$3 million dollars improving our water resources!!!! Enough with over population, making improvements on things when we have a water crisis!  
Tightening our belts first, make basis primary needs for things such as good water pressure for everyone including older neighborhoods!!! We live near JDZ and often earlier in the day, shower time there's barely any pressure!  
Please stop with the new developments until we can care for our infrastructure, roads and traffic management. It's not rocket science! Tighten the belts when there's a problem with the basics!!!! Please!  
My husband has lived in this community for 75 years and I, 64 years.  
Can we please count too???
- Please not another one
- We DO NOT need a roundabout at 1st & Sierra. Cancel this project immediately. DO IT NOW.
- PLEASE USE THIS MONEY TO FIX OUR WATER SITUATION!!!
- Just to add to those that believe this is not needed...I travel that intersection almost daily, coming north along Sierra Dr to Sierra St. If I have to wait more than a minute, even with cars in front of me waiting to turn, that is rare. This is even true during the morning rush to Camas HS.  
There is an easy work-around for impatient drivers, by continuing west (not turning north on Sierra St) and following along to Parker, turning north there, and meeting Lake at the traffic light.

Camas seems to want to do everything all at once (new fire station, improvements to city buildings, etc). this can wait. Our taxes are high enough!

- Dear City Council Members,

I am writing to express my full support for the proposed traffic control measures at the intersection of Sierra and Lake Road. As a resident in the area, I am directly impacted by the challenges posed by the high rates of traffic at this intersection, particularly during peak hours.

The congestion and safety concerns at Sierra and Lake Road are of utmost importance to our community. Despite residing on NW 29th Ave, I frequently navigate through this intersection, and I have witnessed firsthand the hazardous conditions and near-misses that occur frequently.

I understand that both a roundabout and a traffic light have been proposed as potential solutions to address these issues. I firmly believe that implementing either of these measures would greatly improve traffic flow and enhance safety for all road users. As someone who directly experiences the impacts of this intersection on a daily basis, I am eager to see these improvements implemented and am confident that they will have a positive impact on our community.

Thank you for your continued efforts to address traffic issues in our city.

- Greetings!

I am strongly in favor of a roundabout at the intersection of Sierra and Lake Road. Those who oppose it are ignoring the data that's been collected, and the growth projections. Postponing this effective plan to improve traffic flow is shortsighted. It will become necessary before very long, and every part of the project will be even more expensive. The efficient movement of vehicles through the intersection will mean less pollution from the exhaust of idling car engines, and less noise from braking and starting from a full stop.

We should consider this an investment for the safety of everyone who drives through the intersection.

Thank you,

Camas Resident

- Hi,

I'm writing with my first hand experience driving down Sierra, stopping at Lake and turning left. I do this at least once a day, oftentimes more each day.

95% of the time, I'm the first car at the stop sign. Usually I have to wait for once or two cars to pass and half the time, I stop and go. I have to say, I don't understand the need for a roundabout there. In the 6 years I've lived here, there's been very little new construction that would use that route - all lots are built, therefore no new congestion possible.

Please reconsider. It's hard to live in Camas with the cost of living here.

- I live at [redacted] and use lake rd all the time.

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In my opinion we do need something but a roundabout is not the solution. A stop/go sign would work fine and be less expensive. My worst fear when trying to get into make rd from Sierra would and is the traffic coming up the hill. They come up fast, too fast, and I am fearful that they are going to hit me when I turn onto lake rd. There are definitely bust times, not all the time when we have congestion there. I've lived in my house since 1992 so I have plenty of experience at this intersection. A stop/go sign would be the best. Thank you.

Camas notice to add a \$3 million dollar round about or traffic light at NW Lake Rd and Sierra ST. Many including myself don't feel there's a big congestion issue at this intersection. Please look at a map if you're not familiar with where this is. We'd like to see an option to do nothing and spend 3 million on a more worthwhile project. Please message the city at [jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us) or call 360-817-7230 if you feel the same!



- Thank you for all you do for our City. We do have a great City that we live in. I am a Camas citizen and I have lived here more than half of my life (since 1996) and I drive on the Lake Road where it intersects with Sierra weekly, sometimes more. I have never seen congestion there other than a few seconds. I am amazed that we are going to spend more than \$3m on providing two options (roundabout or signal) when we have so many more pressing issues in our City.  
**Where is the option in the survey to do nothing? Should that not be an option?**  
I just did my duty as a citizen and did the survey at [www.engagecamas.com](http://www.engagecamas.com) and I was baffled that we only had two options (and no “do nothing” option). As an attorney for almost 30 years who has both served on and represented at least a dozen boards, I find this unfair to us citizens.  
Unfortunately, I feel like I need to copy many of my Camas neighbors and friends to at least weigh in on this.  
PS – I speak for myself, not for my wife. We disagree all the time, but on this, we are in lockstep. She told me not to send this email, but I felt obligated to.  
Thanks for hearing me.
- Dear Mr. Carothers,  
It was brought to our attention recently that you are doing a survey for this intersection. I've never experienced congestion of any problem here and my husband and I both assumed this was in regard to a different area. Upon checking a map we confirmed we've never seen a problem here. We've lived in Camas for 20 years and wondering how many other citizens also think this proposal is for a different intersection, one with congestion.

I have a friend who runs, bikes and walks her dog on lake rd and confirmed she's never seen or felt there was a problem in this area. She lives off of Jackson St, that also intersects with Lake Rd. We are thoroughly confused as to where the congestion is on Sierra. At busy times it can take a few seconds of waiting for passing traffic to turn onto Lake Rd. but not to be confused with an engineering dilemma, more a minor inconvenience. It would be nice to have a preferred option where nothing is done, as Camas has more important projects to consider. I was unable to attend tonights open house.

Thank you for the opportunity to voice my concerns.

- Hello Mr. Carothers,

I posted about this issue on Nextdoor, there are over 56 responses in one day. One person pointed out that the city has spent \$156,528 studying this intersection and found a 39 sec delay and has now proposed a potential \$3 million solution.

This is quite unacceptable. We moved here for the small town feel and know that with increased growth comes improvements to infrastructure. However, we've all been frustrated at the lack of accountability by our elected officials on such matters. Putting in a light or roundabout will have other unwarranted consequences and does not guarantee a solution to a minor problem. Citizens have proposed multiple less expensive options the city should consider.

Someone mentioned these costs were not covered at the open house. I will be honest it's hard to take time away from other responsibilities to attend meetings in which transparency and open discussions are not maintained.

Please review the Nextdoor comments and provide the public with a response that takes into account the financial details and where this project is at with honest transparency.

- Dear City Leaders,

There are now 141 comments about the intersection of Lake Rd and Sierra. Please take these into consideration at your next meeting and please notify us if there will be a subsequent meeting for citizens on this issue.

[https://nextdoor.com/p/9KpGnpHrmMsS?utm\\_source=share&extras=Njc4MTgxMw%3D%3D&utm\\_campaign=1717439200355](https://nextdoor.com/p/9KpGnpHrmMsS?utm_source=share&extras=Njc4MTgxMw%3D%3D&utm_campaign=1717439200355)

- Good morning James and Bryan, it was great to meet you at the event for the NW Lake Rd. and NW Sierra Street Intersection Improvements meeting last week.

I hope you both are doing well. I am reaching out with this email to send you an idea my wife and I have for it. I just quickly put this together and I hope it is clear and makes sense and is a good alternative.

Please let us know what you think, I also believe I spoke with one other person, Alex and he said that he thought a 3-way stop sign was discussed at one point.

I know this would not be the best "long" term solution, but it would be a less costly and quicker one as to construction time and minimal amount of traffic disruption.

Thank you for your time consideration, I look forward to hearing back from you as to your ideas. I also did fill out the city survey online.

Have a great day gentlemen and thank you again.

- Hi,

After reading many comments about this on both FB and ND, it seems the problem is the fast traffic coming up Lake Rd. going northwest. The vision isn't great and cars are going too fast.

I personally come down Sierra and turn left onto Lake rd daily at different times of the day and have never had to wait or had a problem myself. I do understand that if you are at the intersection when HS traffic is coming up Lake, it can be more of a problem.

Why not, instead, put an enforced radar speeding camera just before the intersection for traffic traveling NW? You would bring income into the city, teach drivers to slow down and save \$3mil.

Thanks for your time,

- Hello,

I saw the post on Nextdoor about the proposed roundabout at Lake and Sierra. I fully support this idea of adding the roundabout. I feel that many of the commenters must not travel the area during busy times such as during typical commute times to work or to Camas High School. There is a lot of congestion and a lot of unsafe behaviour as a result. I think this project is worthwhile.

The roundabout that was added on Everett has made travel in that area so much more efficient during the commute times I mention above.