

**Madeline Sutherland**

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**From:** Gordon Comegys <gcomegys@yahoo.com>  
**Sent:** Thursday, March 31, 2022 3:00 PM  
**To:** Madeline Sutherland  
**Subject:** Re: Camas Heights Subdivision Traffic Study Comments

Thank you, Madeline. After looking at my comments, I do have one minor correction. Under my "General Observations", I had suggested crosswalks on NE 232nd Ave at NE 16th St and NE 22nd St. I correct that to just be a crosswalk at NE 16th St. The homes served by NE 16th St and NE Weakley Rd have their mailboxes on 232nd Ave.

Gordon

On Thursday, March 31, 2022, 01:30:53 PM PDT, Madeline Sutherland <msutherland@cityofcamas.us> wrote:

Hi Gordon,

Thank you for your comments. The engineering staff is reviewing the traffic study and will take your concerns into consideration. If the traffic study is incorrect, then the applicant will be required to update it. The traffic study will be addressed by staff in the staff report. The staff report can be found on the website under the Camas Height's agenda about a week prior to the hearing.

Regards,



**Madeline Sutherland**

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**From:** Gordon Comegys <gcomegys@yahoo.com>  
**Sent:** Wednesday, March 23, 2022 1:10 PM  
**To:** Community Development Email <communitydevelopment@cityofcamas.us>  
**Subject:** Camas Heights Subdivision Traffic Study Comments

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The following comments are specific to the Traffic Study report for the intersection at NE 28th St and NE 232nd Ave:

## **Page 11 and Figure 3- Trip Distribution**

The 10% distribution for 232nd Ave / SE Leadbetter St doesn't seem correct. In the middle of this leg is the North Shore Blvd providing the only access to/from Lacamas Lake Elementary School. Most of this traffic since the school was opened has been on 232nd Ave from 28th St and not from Leadbetter. The 232nd Ave / SE Leadbetter St should be divided into two legs separated by North Shore Blvd and it seems that the percent distribution between these two legs should be different.

## **Page 19- Crash History Review**

Historical data used in the study ends in December 2019, so this only contains one year of data after Lacamas Lake Elementary School was opened, which seems too limited. Also, the data won't include the numerous unreported close calls. One of the problems for drivers is that the NE 28th St eastbound 40 mph speed limit ends slightly before NE 232nd Ave which makes it difficult for drivers getting on 28th St from 232nd Ave to predict the speed of oncoming eastbound traffic since the speed now increases to 50 mph. Another problem is the NE 28th St westbound 50 mph speed limit east of NE 232nd Ave is downhill which tends to increase speed and also makes the need for westbound cars to stop more difficult when cars are stopped waiting to turn south on 232nd Ave.

## **General Observations**

After Lacamas Lake Elementary school opened, a dramatic increase in peak NE 232nd Ave traffic between 28th St and North Shore Blvd occurred. The speed limit stayed at 45 mph rather than matching the 35 mph North Shore Blvd limit. More close calls and incidents have happened at the NE 28th St and NE 232nd Ave intersection than the limited historical data used for the report. Residents on the east side of 232nd Ave can't safely cross NE 232nd Ave to retrieve their USPS mail during the peak times. Here are three ideas to consider to help mitigation.

1. Lower the NE 232nd Ave 45mph speed limit to 35mph (to match N Shore Blvd)
2. Create crosswalks on NE 232nd Ave at NE 16th St and NE 22nd St
3. Lower the NE 28th St 50 mph speed limit east of 232nd Ave to 40 mph to match the 40 mph limit west of 232nd Ave, or create a roundabout at this intersection.

Gordon Comegys

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