Carey Certo

From: Amy Linder <amylinder@fabulouspants.com>
Sent: Friday, July 29, 2022 2:57 AM
To: Community Development Email
Cc: Robert Maul; Lauren Hollenbeck
Subject: Revised Notes in Opposition to Camas Station Development
Attachments: Hearings Examiner Testimony on Camas Station from Amy Linder.pdf

Hello,

Please find attached a pdf of my letter to Hearing's Examiner Turner, expanding on my extemporaneous remarks on Tuesday night. Please forward them onto the Examiner and include them as further testimony. Thank you for your time and attention to this matter.

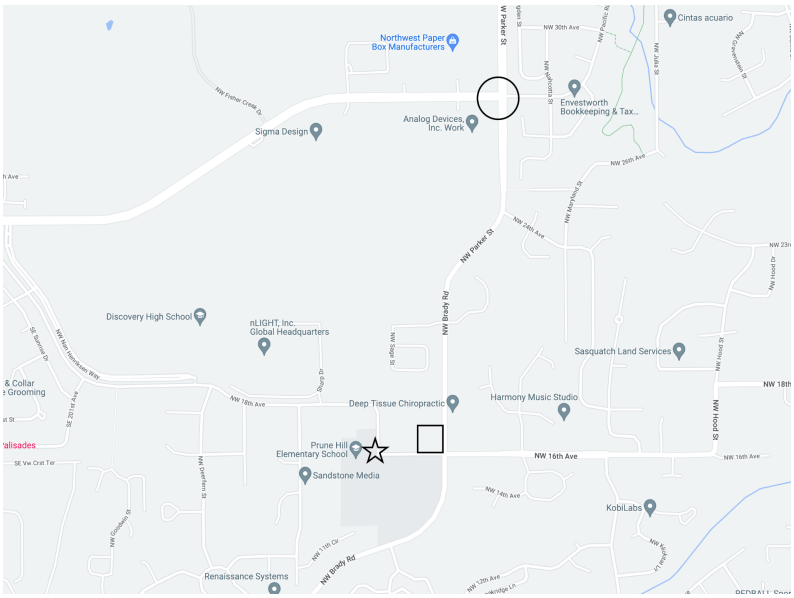
With Kindest Regards,
Amy Linder
3702 NW 27th Ave
Camas, WA

Hearings Examiner Turner,

As I noted on Tuesday night, I believe the Traffic Impact Study for the Camas Station project is flawed. It is flawed in four ways: it fails to appreciate the unique time and space constraints of a public school drop-off period, it fails to address an intersection critical to the traffic flow around Prune Hill Elementary School, it fails to convey the dangerous sight lines on Brady Road, and it was conducted on a day not representative of an average Camas school day.

To set the stage, one must appreciate that Prune Hill employs around 50, with a student population of almost 500. Those 50 employees arrive between 7:15 AM and 7:30 AM, part of the peak hours outlined in the Study. The critical moment arrives at 7:45 AM, when almost 500 children arrive at the building in a span of 15 minutes, from 7:45 AM to 8:00 AM. I will refer to this as “drop-off” in the remainder of this letter. It is against District policy to drop-off before 7:45 AM, and students are tardy if they arrive after 8:00 AM. Thus, for those 15 minutes, the traffic system of 16th Ave from Brady to Tidland becomes a mission-critical real-time system of pedestrians, school buses, bicyclists, cars, and SUVs. Much like paratroopers exiting a jump-plane when “on-target” - you can only jump when the little red light turns green.

The Study primarily looks at the relationship between intersections surrounding the project. I expressed concern with the intersections selected, specifically the omission of the intersection at NW 16th Avenue and NW Tidland Street, directly in front of Prune Hill Elementary. While NW Tidland Street is a small feeder street, it does route traffic from the Brady Road corridor, past Prune Hill Elementary, and on to Odyssey Middle and Discovery High Schools, located northwest of the proposed development. More importantly, it **would** have shown traffic queueing along 16th Ave between Tidland and Brady, west of Brady Rd. On the map below I have highlighted the area of the project with a square, and the intersection of Tidland with 16th using a star and the Parker and Pacific Rim intersection with a circle.



The omission of the Tidland St / 16th Ave intersection is made most obvious by reviewing the maximum observed queue lengths published in the Traffic Study (section "Queuing and Blocking Report", starting on page 98 of the Transportation Impact Study). The longest maximum queue measured in the study was 262 feet (Westbound traffic on 16th Ave headed into the Brady/16th intersection). This backup develops mostly due to westbound traffic on the west side of Brady Rd., waiting to turn into the Park and School complex, an additional 500 (five hundred) feet of queued traffic. As our photos indicate, sometimes the backup extends even beyond the Park entrance, the full distance West to Tidland, an additional 130 feet of queue length.

During student drop-off (7:45 AM - 8:00 AM), straight-line traffic can extend 892 feet (262 + 130 + 500) from the school, through Brady/16th, and further East on 16th Ave. Indeed, the worst we ever observed was a backup from Brady to Klickitat St., which would be a single column of traffic 2,112 feet long, mostly headed to Prune Hill Elementary. This wall of traffic creates a great deal of uncertainty and frustration among drivers and pedestrians. The Study proposes that it is safe to add over 500 vehicles in this same timeframe.

Meanwhile, the intersection of Parker Street and Pacific Rim Drive **is** included in the Study. Located nearly a mile away from the proposed development, from this intersection one cannot even see the proposed project. The omitted intersection of 16th and Tidland, on the other hand, is within 500 feet of the proposed development and is crucial to queue lengths in this corridor during peak times. City Staff indicated that the intersection was excluded due to low traffic flow from the northwest, but this masks the massive morning westbound backups along 16th between Tidland and Brady which would be further impacted by traffic using “Proposed Driveway #2”.

To support my assertions, I present below pictures from September 2021, May 2022, and June 2022. These photographs are representative of average mornings during drop-off times. As you can see, this is the average queue length to and from the Prune HIll Sports Park and Prune Hill Elementary parking lots.

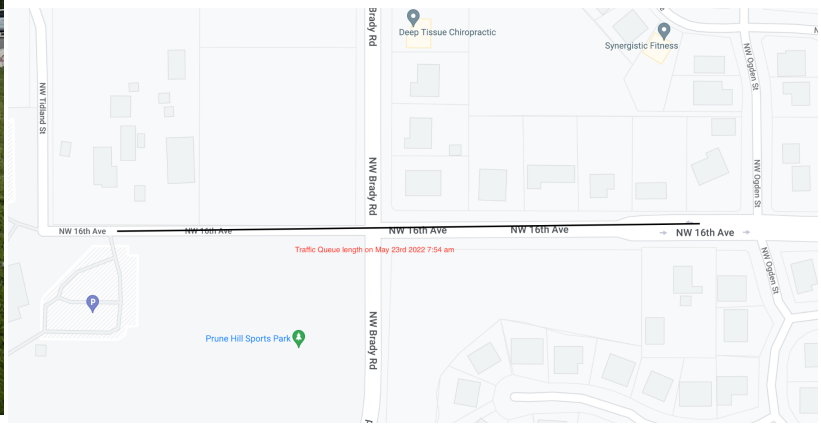
Eastbound view of east- and westbound traffic on 16th Ave and Brady Road queue 7:59 am Sept 27th, 2021

Westbound 16th Ave queue for May 2, 2022 7:55 am. Note cars could not fit through the intersection during the light cycle, partially blocking lanes on Brady Road.

May 12th 2022 7:59 am. Westbound 16th Ave queue. Note car brake lights and traffic stopped due to no queuing room available.

May 23rd 2022 7:53 am Westbound 16th Ave queue again stopped due to low capacity at the lower lot for dropping off students.

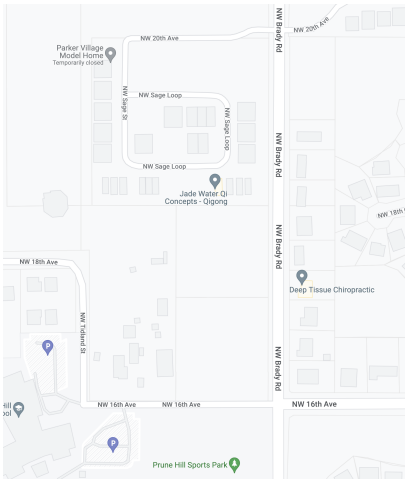
May 23rd 2022 7:54 am eastbound view of westbound traffic on 16th Ave - note that queue continues through the intersection of Brady and ends close to NW Ogden. Map provided below to highlight que length.

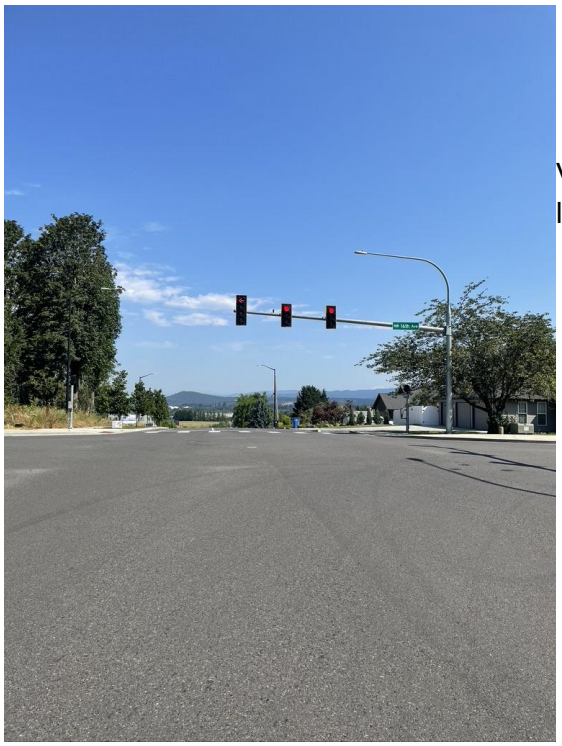


June 10th, 2022 westbound 16th Ave queue stopped due to lack of space.

Finally, the overhead satellite views of the proposed project fail to convey the on-the-ground perspective of navigating Brady and 16th for pedestrians and drivers. As noted by a fellow community member, Brady climbs dramatically over a southbound incline from 20th Ave toward 16th Ave, cresting at the intersection with 16th. Traffic from northbound Brady Road cannot see oncoming traffic from the southbound lanes until you are entering the intersection:

View from 20th Ave looking southbound toward proposed development





View of Brady Road intersection from crosswalk looking northbound.

These minimal sightlines contribute to many near-misses at the intersection between pedestrians and cars as well as car-on-car incidents. While I understand the engineering firm did not witness any close calls in the few hours they had to observe traffic, as daily walkers to school, we do observe them frequently. Evidence is certainly hard to come by, since near-misses are not reported to the Washington State Highway Patrol, but I will attest, as many parents have, that we witness them with shocking regularity. I happened to be filming for this hearing in June when I caught one such close-call first-hand. Pedestrians have the clear right-of-way but a white SUV continues through its right-turn against them, stopped only by our heroic crossing guard's quick action with her whistle.

You can view a short clip of the scene here:
https://www.youtube.com/watch?v=ccGawd_SYQI




Finally, the Study was conducted on January 25th, 2022, one of the coldest days of the school year (31F at 8:00 AM). Additionally, January 25 concluded a two-week window following the absolute peak of the "Omicron Wave" of COVID-19 activity in Clark County. Reportedly, schools in Camas School District saw very high absence rates on any given day during those weeks. Had the study been conducted on a day of lesser infection in the moderate temperatures of September to November or April to June, I believe the resulting numbers could differ significantly from those presented.

Thank you for your time and attention to this matter -

Amy Linder
3702 NW 27th Ave., Camas, WA