City Council Special Meeting - Everett Street Corridor Project Agenda
Wednesday, December 20, 2023, 4:30 PM
Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To observe the meeting
- go to www.cityofcamas.us/meetings and click "Watch Livestream" (left on page)
- go to https://us06web.zoom.us/j/83655165722
(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

ROLL CALL

WORKSHOP TOPICS

1. Everett Street Corridor Analysis
   Presenter: Steve Wall, Public Works Director
   Time Estimate: 60 minutes

CLOSE OF MEETING

Everett Street Corridor Analysis

Project Update 4

December 20, 2023
Camas City Council Special Workshop

Presented by:
Steve Wall, City of Camas

City of Camas WASHINGTON

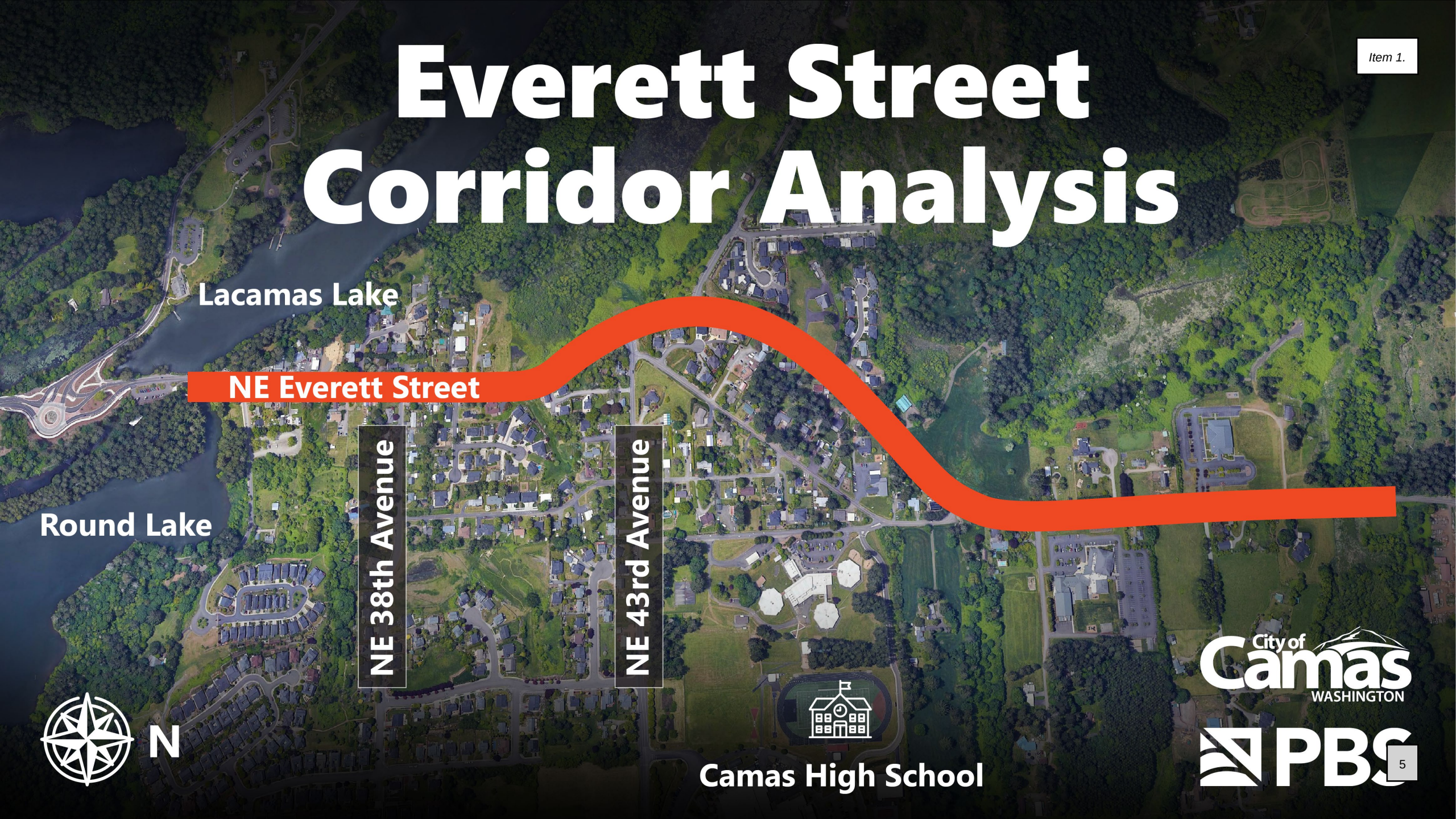
PBS

Agenda

- Review the evaluated corridor concepts
- Share the recommended option
- Discuss community response to date
- Answer your questions

PROJECT RECAP

Everett Street Corridor Analysis

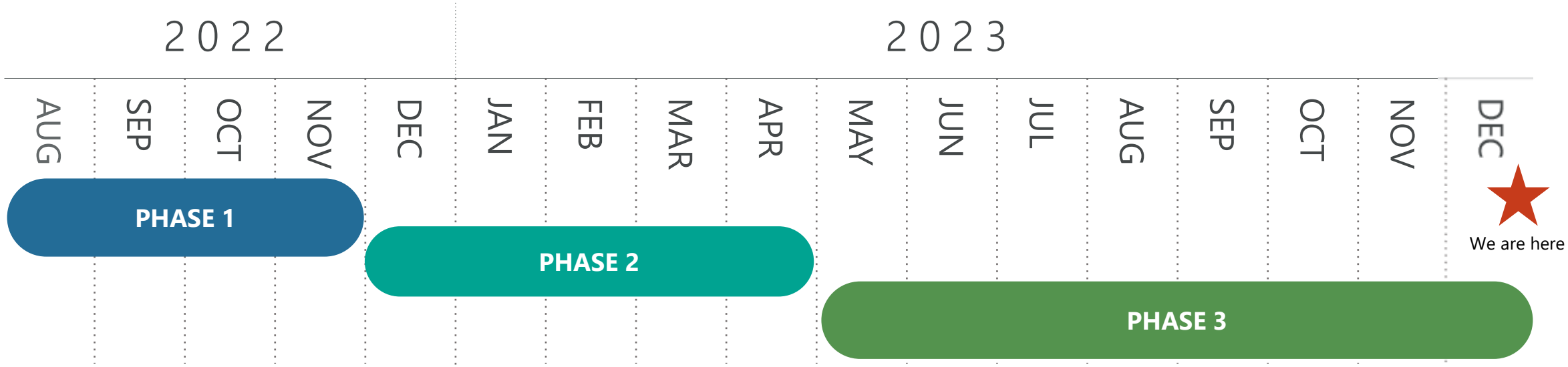


City of Camas WASHINGTON

PBS

Intersection Improvement Locations

Timing: This Portion of the Project



PHASE 1: AUG–NOV 2022

- ✓ Data collection
- ✓ Project signs installed
- ✓ Resident & business outreach
- ✓ Open house 1
- ✓ Survey 1 (start)
- ✓ WSDOT meeting 1

PHASE 2: DEC 2022–APR 2023

- ✓ Technical Advisory Committee (TAC) meeting 1 & 2
- ✓ **City Council workshop 1, Jan. 17**
- ✓ Traffic analysis
- ✓ Alternatives analysis (start)
- ✓ WSDOT meeting 2
- ✓ Open house 2
- ✓ Survey 2

PHASE 3: MAY–DEC 2023

- ✓ **City Council workshop 2, June 5**
- ✓ Alternatives analysis (finish)
- ✓ Concept development
- ✓ WSDOT meeting 3
- ✓ TAC meeting 3
- ✓ Open house 3, Sept. 20
- ✓ **City Council workshop 3, Nov. 20**
- • **City Council workshop 4, Dec. 20**
- • Selection of preferred alternative

PROJECT PROGRESS

Public Outreach Summary

Corridor Business Owners
1 meeting

Corridor Property Owners
1 meeting with 3 separate groups

Technical Advisory Committee
3 meetings

Washington Department of Transportation
3 meetings

Community*
3 open houses, 3 postcards, 2 surveys,
25+ webpage updates, 25+ online Q & As

Open House 3 – September 20, 2023

*Includes corridor business owners & property owners

Open House 1 & Survey 1 Summary

1 = highest rating, 14 = lowest rating | Color groups indicate similar ratings

Rank	Priority	Weight	Analysis Criteria	Code
1	Improve safety and mobility for pedestrians	2	Pedestrian mobility and safety	P1
2	Improve safety and mobility for drivers		Motorist mobility and safety	T1
3	Improve connections to nearby areas		Connections to nearby areas	P2
4	Emergency access – This item was added following Survey 1 & TAC meeting 2		Emergency access	T4
5	Minimize impact to environment	1.5	Minimize impact to environment	E1
6	Improve safety and mobility for casual cyclists		Casual cyclist mobility and safety	P3
7	Maintain traffic flow and property access during construction		Traffic flow and property access impacts during construction	T2
8	Has a “Camas” look and feel	1.2	Camas look and feel	P4
9	Minimize impact to properties on the corridor		Private property impacts	I1
10	Can be completed for a reasonable cost		Construction costs	I2
11	Improve lighting		Lighting impacts and benefits	T3
12	Improve parking		Public parking	P5
13	Improve safety and mobility for wheelchair users	1.0	Wheelchair user safety and mobility	P6
14	Improve safety and mobility for serious cyclists		Experience cyclist mobility and safety	P7
15	Minimize noise [to adjacent properties]		Noise impacts and mitigation	E2

Use Criteria to Analyze Potential Improvements
"Alternative Evaluation"

Weight	Analysis Criteria	Code
2	Pedestrian mobility and safety	P1
	Motorist mobility and safety	T1
	Connections to nearby areas	P2
	Emergency access	T4
1.5	Minimize impact to environment	E1
	Casual cyclist mobility and safety	P3
	Traffic flow and property access impacts during construction	T2
1.2	Camas look and feel	P4
	Private property impacts	I1
	Construction costs	I2
	Lighting impacts and benefits	T3
	Public parking	P5
1.0	Wheelchair user safety and mobility	P6
	Experience cyclist mobility and safety	P7
	Noise impacts and mitigation	E2

Potential Improvements
for Pedestrians and Cyclists
"Multimodal"

Potential Improvements
for Drivers
"Roadway"

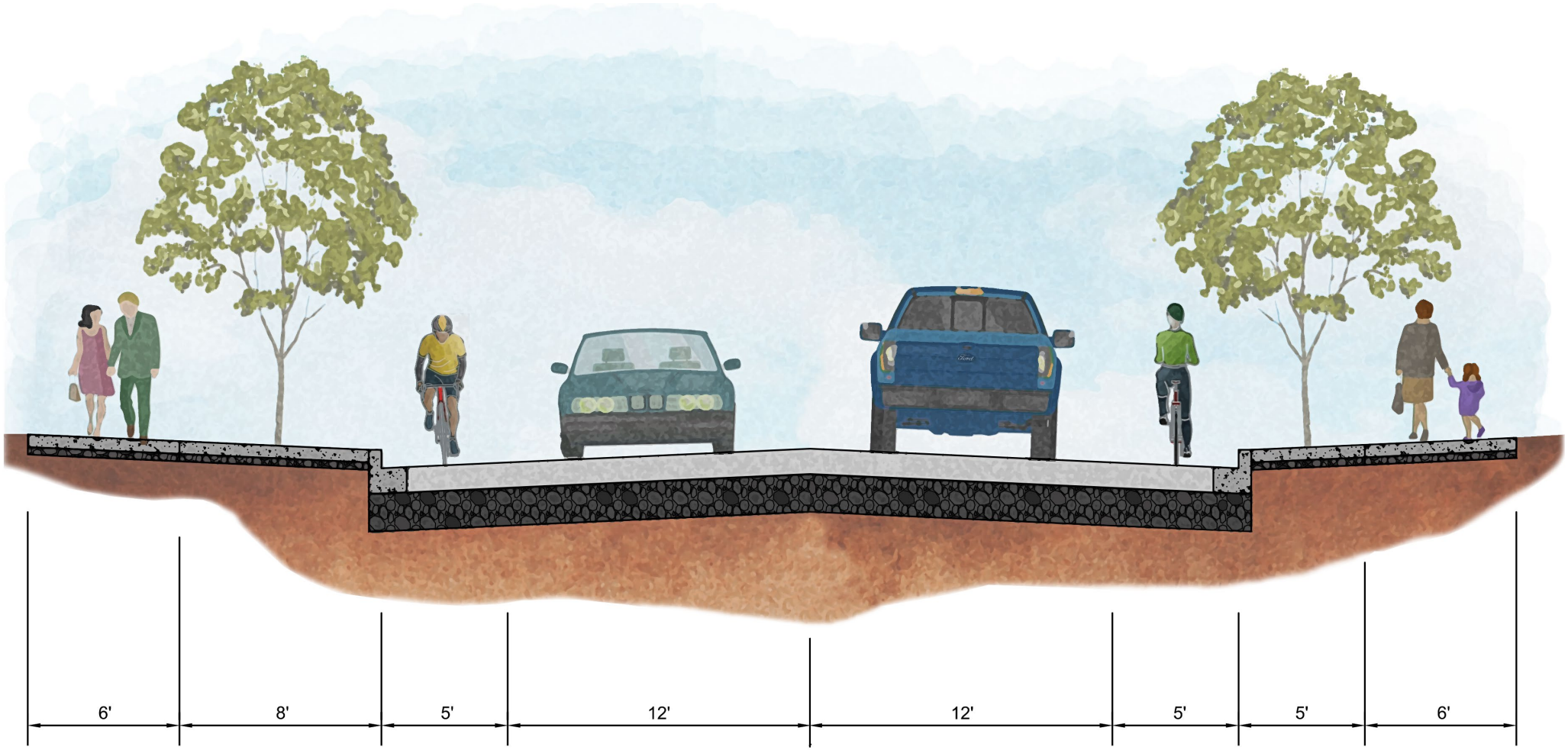
Potential Improvements
for Pedestrians and Cyclists (Multimodal)

Possible Configurations

1. Bike Lane and Sidewalk
2. Shared-Use Path for Bikes and Pedestrians
3. Elevated Bike Lane and Sidewalk
4. Bi-Directional Bike Lane and Sidewalk

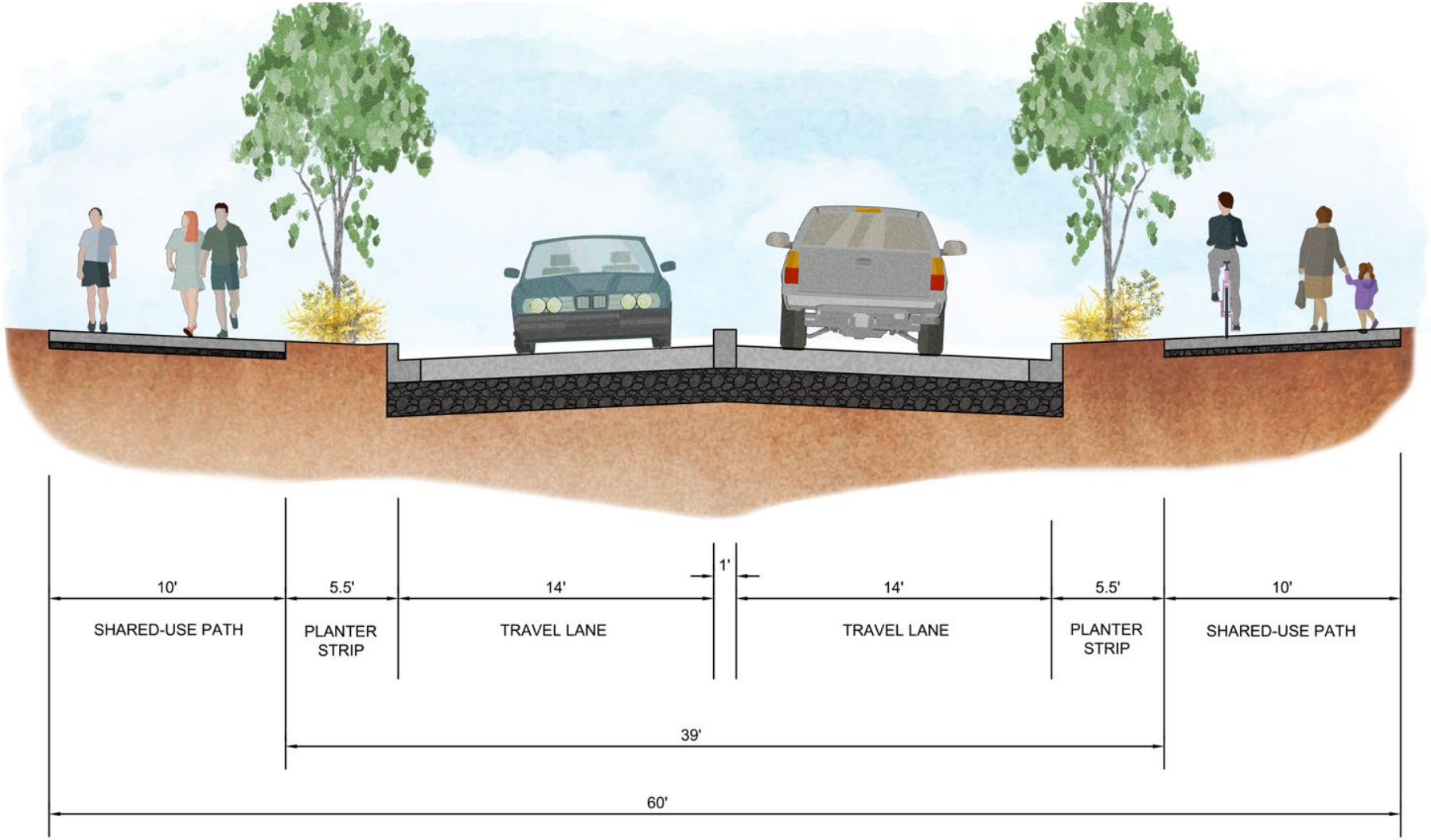
Note: *In all configurations, the sidewalk would be on both sides of the roadway.*

1. Sidewalk and Bike Lane (MM1)

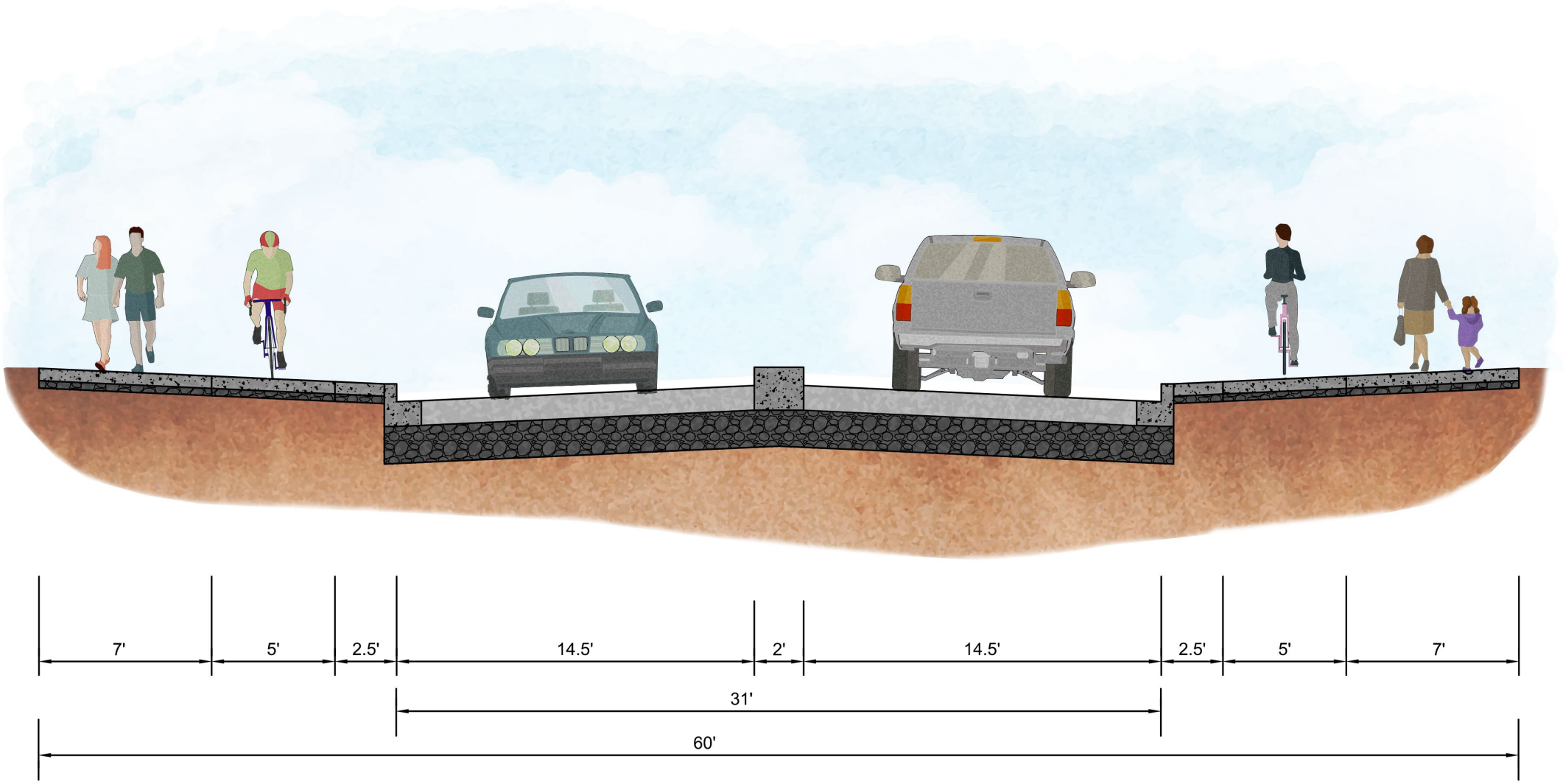


Bike Lane with Sidewalk

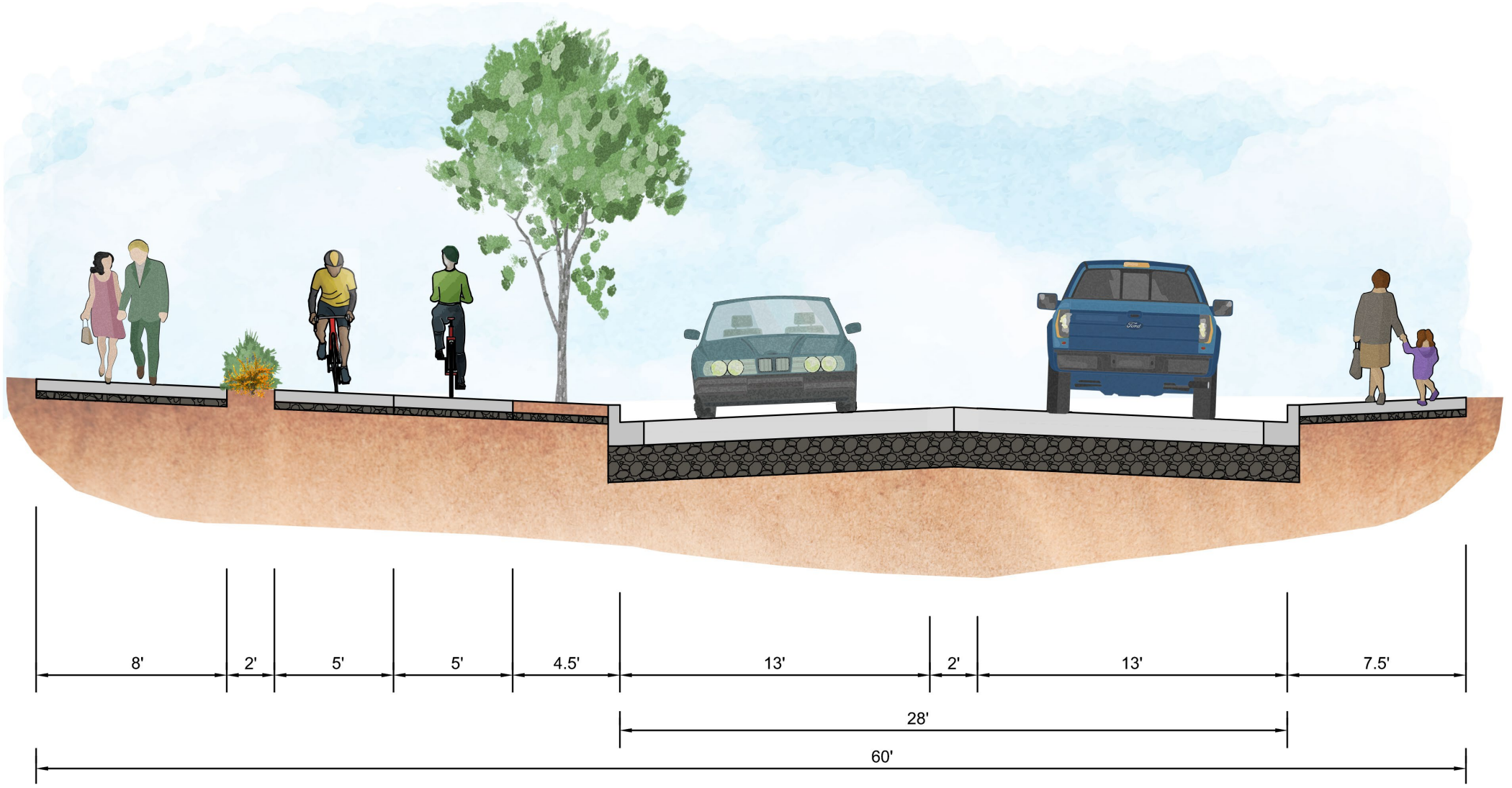
2. Shared-Use Path for Bicyclists & Pedestrians (MM2)



3. Elevated Bike Lane and Sidewalk (MM3)



4. Bi-Directional Bike Lane and Sidewalk (MM4)



Bi-Directional Bike Lane and Sidewalk

Analysis of Potential Improvements for *Pedestrians and Cyclists (Multimodal)*

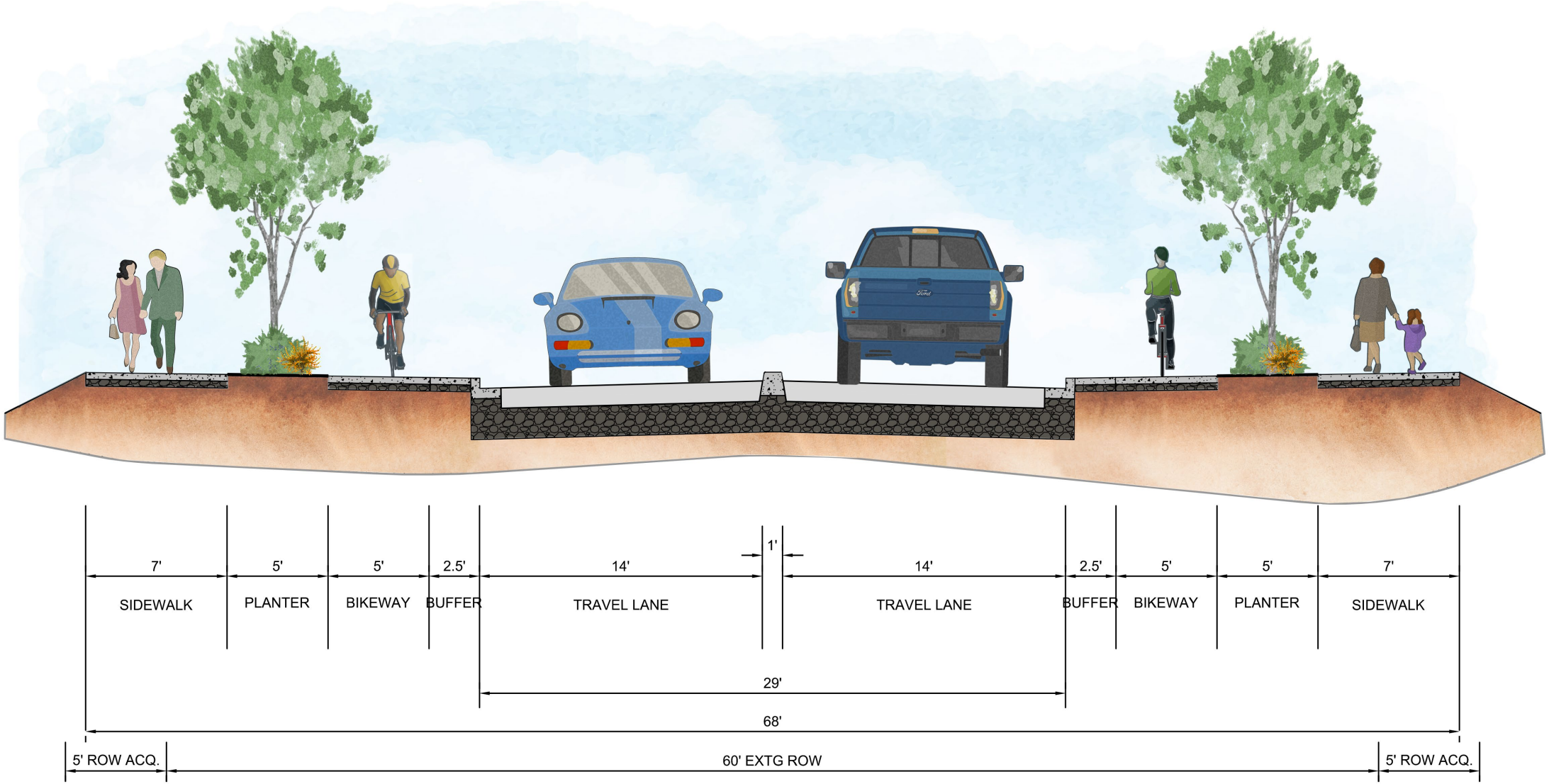
- The scores of the potential improvements for pedestrians and cyclists were very similar.
- So, we developed a fifth option, MM5.

Everett Street Corridor Alternatives Analysis - Multi Modal

Public Impacts and Benefits

Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4
Pedestrian Mobility and Safety	2	1	7	7	7	10
Connections to Nearby Areas	2	1	10	10	10	5
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7
Camas Look and Feel	1.2	1	10	10	3	7
Public Parking	1.2	5	1	1	1	1
Wheelchair User Safety and Mobility	1	1	10	7	10	7
Serious Cyclist Mobility and Safety	1	1	3	5	7	10
Total without prioity		**11**	**42**	**45**	**48**	**47**
Total with priority		**14.7**	**61.7**	**66.7**	**70.8**	**67.1**

5. ELEVATED BIKE LANE AND SIDEWALK (MM5)



5. ELEVATED BIKE LANE AND SIDEWALK (MM5)

Features:

- An elevated bikeway, sidewalk, and buffer areas would be elevated above the roadway and behind the curb on both sides of Everett Street.
- When combined with a 2-lane (RB1) and 3-lane roadway (S1 and RB2), there would be property impacts beyond the right-of-way.
- Up to 5 feet of right-of-way acquisition on each side of road.

Everett Street Corridor Alternatives Analysis - Multi Modal

Public Impacts and Benefits

Analysis Criteria	Priority Weight	NB	MM1	MM2	MM3	MM4	MM5	MM5 justification
Pedestrian Mobility and Safety	2	1	7	7	7	10	10	Buffer from bike facilities provided by landscape strip. Sidewalk is 7' wide.
Connections to Nearby Areas	2	1	10	10	10	5	10	Sidewalks and bike facilities on both side of street along the length of the corridor.
Casual Cyclist Mobility and Safety	1.5	1	1	5	10	7	10	Bike lanes on both sides of street, and buffer from pedestrian facilities provided by buffer strip.
Camas Look and Feel	1.2	1	10	10	3	7	10	Includes street trees, and gateway
Public Parking	1.2	5	1	1	1	1	1	Does not maintain existing parking stall count, requires off street parking.
Wheelchair User Safety and Mobility	1	1	10	7	10	7	10	Separated bike facilities for length of project
Serious Cyclist Mobility and Safety	1	1	3	5	7	10	7	Bike lanes on both sides of street, and buffer from pedestrian facilities provided by landscape strip.
Total without priority		**11**	**42**	**45**	**48**	**47**	**58**	
Total with priority		**14.7**	**61.7**	**66.7**	**70.8**	**67.1**	**85.2**	

Analysis of Potential Improvements for *Drivers (Roadway)*

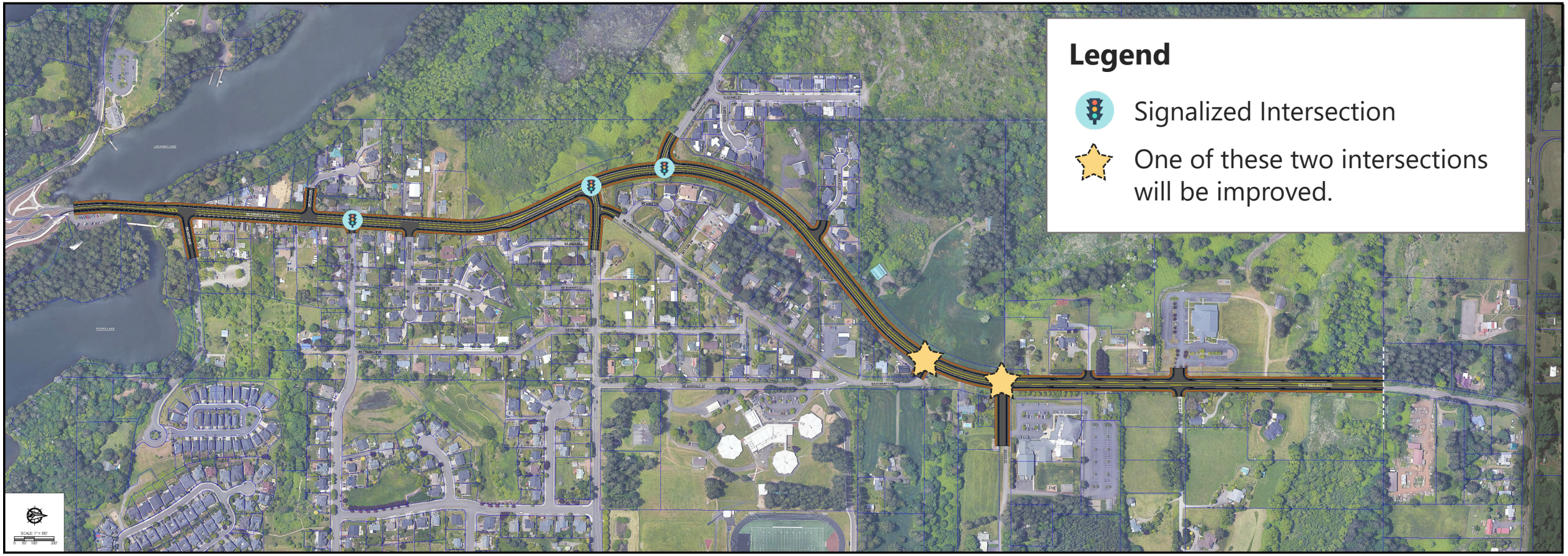
Three roadway concepts were considered in conjunction with Pedestrian and Cyclist Improvement MM5:

- Roundabout 1 (RB1)
- Roundabout 2 (RB2)
- Signal 1 (S1)

Roundabout 1 (RB1) Concept

Roundabout 2 (RB2) Concept

Signal 1 (S1) Concept

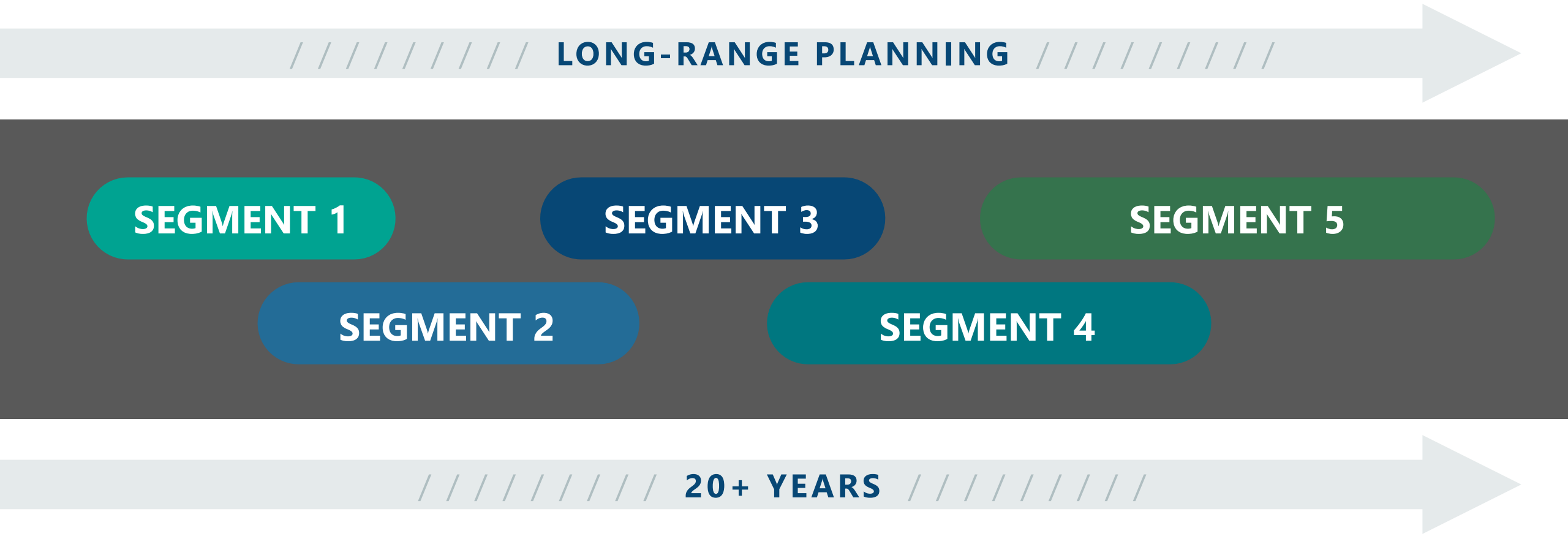


Cost

- All concepts are currently in the **$45 million range**.
- All concepts are **within 10%** of each other.
- Our alternatives analysis is a **comparison** of one concept against the other.

Long-Range Project Timing

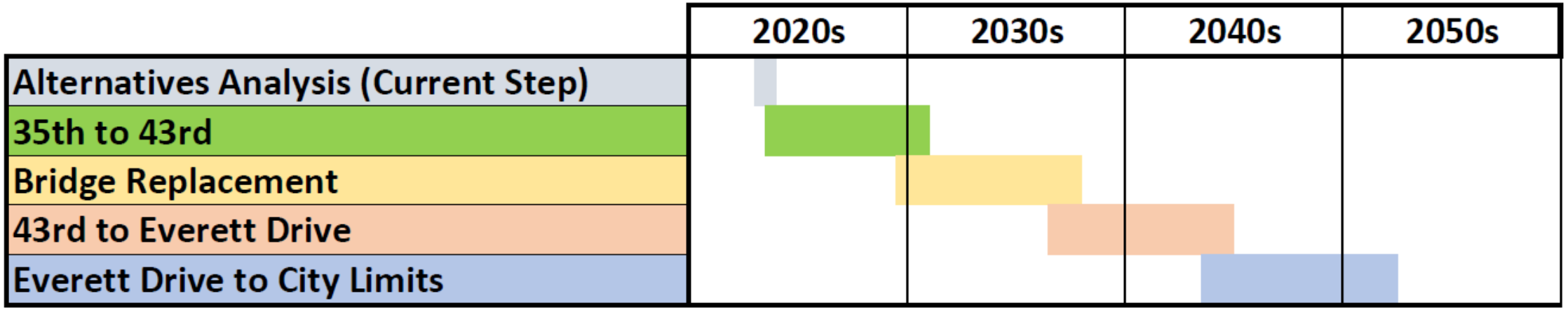
EXAMPLE



Long-Range Project Timing

Tentative Full Corridor Project Schedule

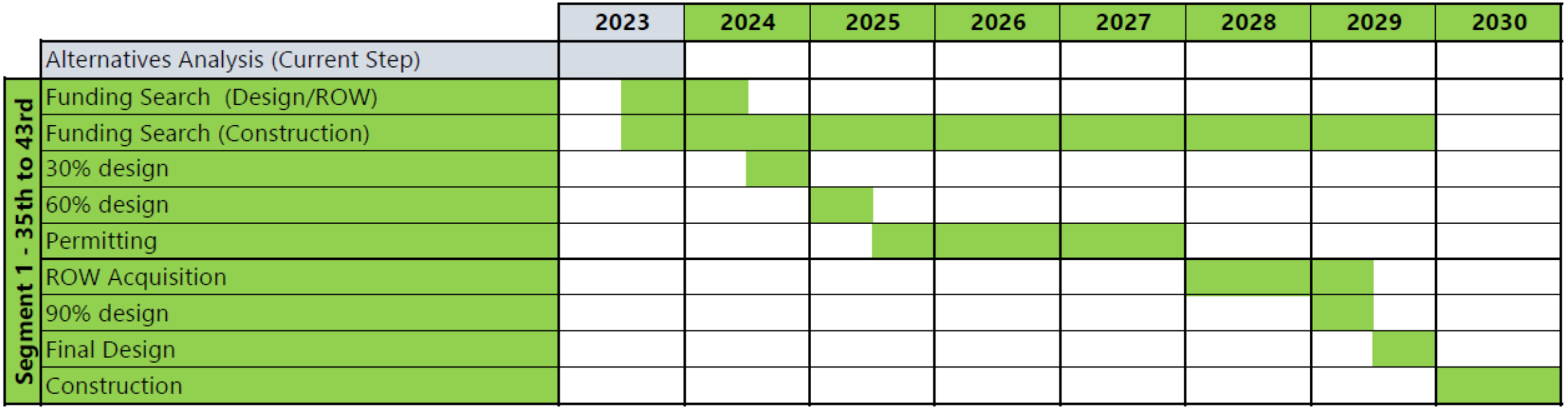
Assuming No Funding Delays



Long-Range Project Timing

Tentative Segment 1 Project Schedule

Assuming No Funding Delays



Roadway Alternatives - Scoring

Public Impacts and Benefits					
Analysis Criteria	**Priority Weight**	**NB**	**RB1 W/ MM5**	**S1 W/ MM5**	**RB2 W/ MM5**
Pedestrian Mobility and Safety	2	1	10	7	10
Connections to Nearby Areas	2	1	10	10	10
Casual Cyclist Mobility and Safety	1.5	1	10	10	10
Camas Look and Feel	1.2	1	7	7	10
Public Parking	1.2	5	1	1	1
Wheelchair User Safety and Mobility	1	1	7	10	7
Serious Cyclist Mobility and Safety	1	1	10	10	10
Total without priority		**11**	**55**	**55**	**58**
Total with priority		**14.7**	**81.6**	**78.6**	**85.2**

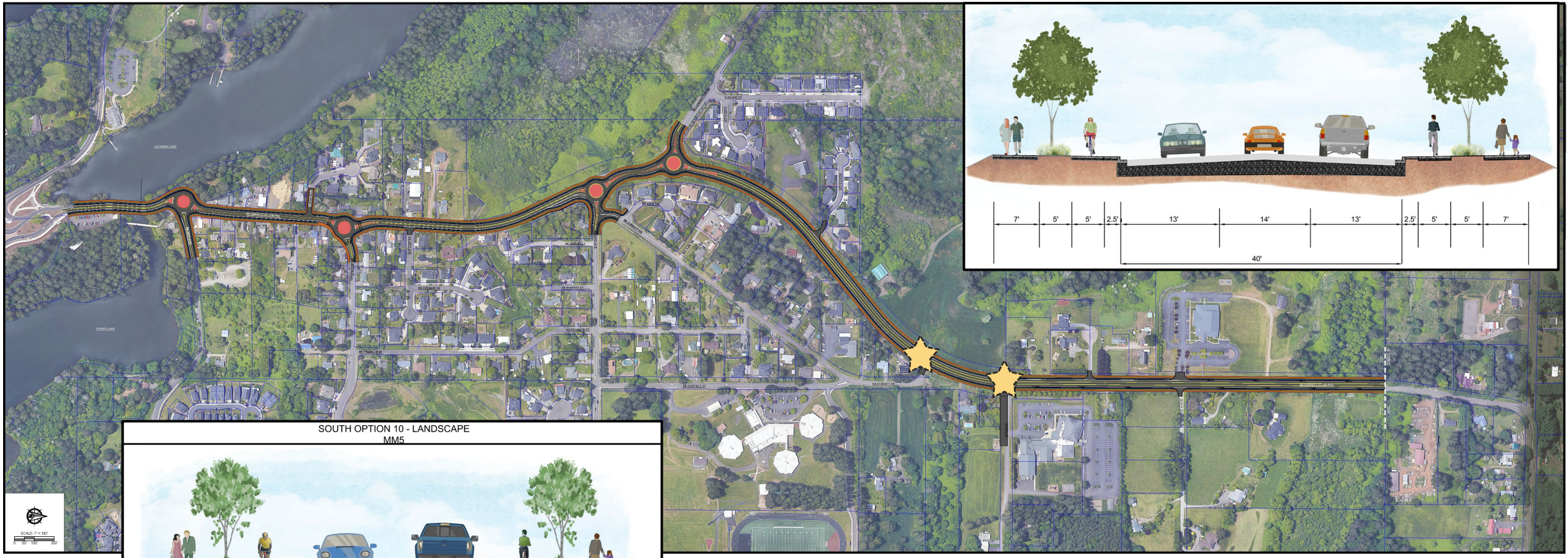
Traffic Impacts and Benefits					
Analysis Criteria	**Priority Weight**	**NB**	**RB1 W/ MM5**	**S1 W/ MM5**	**RB2 W/ MM5**
Motorist Mobility and Safety	2	1	10	5	10
Traffic Flow and Property Access during Construction	1.5	10	3	5	3
Lighting Impacts and Benefits	1.2	1	10	10	10
Emergency Access	2	5	3	10	7
Total without priority		**17**	**26**	**30**	**30**
Total with priority		**28.2**	**42.5**	**49.5**	**50.5**

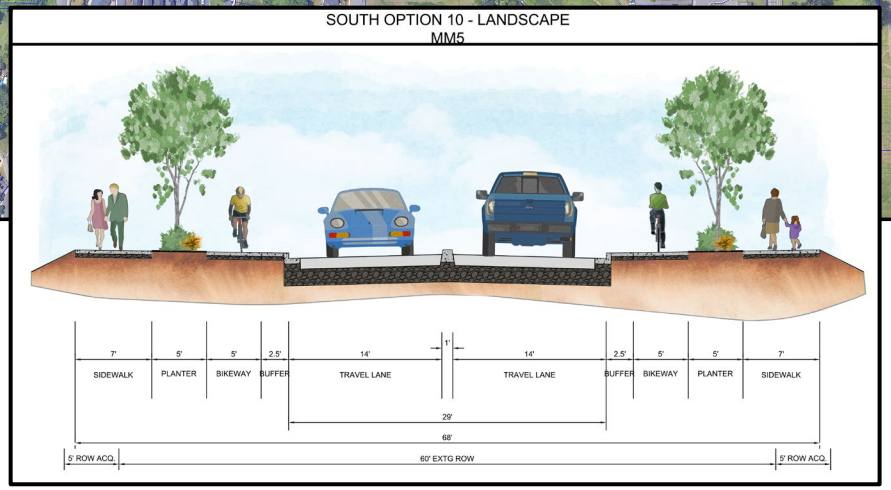
Environmental Impacts and Benefits					
Analysis Criteria	**Priority Weight**	**NB**	**RB1 W/ MM5**	**S1 W/ MM5**	**RB2 W/ MM5**
Minimize Impact to the Environment	2	5	7	4	4
Noise Impacts & Mitigation	1	8	10	1	6
Total without priority		**13**	**17**	**5**	**10**
Total with priority		**18**	**24**	**9**	**14**

Infrastructure Impacts and Benefits					
Analysis Criteria	**Priority Weight**	**NB**	**RB1 W/ MM5**	**S1 W/ MM5**	**RB2 W/ MM5**
Private Property Impacts	1.2	10	8	1	8
Construction Costs	1.2	10	5	5	4
Total without priority		**20**	**13**	**6**	**12**
Total with priority		**24**	**15.6**	**7.2**	**14.4**

Summary				
	NB	**RB1 W/ MM5**	**S1 W/ MM5**	**RB2 W/ MM5**
Total without priority	**50**	**111**	**96**	**110**
Total with priority	**84.9**	**163.7**	**144.3**	**164.1**

Recommended: Roundabout 2 (RB2) Concept





Roundabout

One of these two intersections will be improved.

What We Heard

- Adjacent property owners are concerned about right-of-way acquisition
- Desire for a parking solution prior to construction
- General support for the recommended option

What's Next

For more information, results, and resources, see engagecamas.com/everett-street-corridor-analysis

REMAINDER OF PHASE 3: MAY–DECEMBER 2023

- Select preferred alternative
- Break out corridor into smaller segments
- Identify construction sequencing
- ***End of corridor analysis***
- Secure funding and begin design process for each segment

Question & Answer

Bonus Slides

Responses to Common Questions

- **Can parking somehow be added as part of the Project?**
  - Yes, the team is recommending to Council that off-street parking be included in the overall project for both businesses and residents, which may also support recreational opportunities.
  - Possible parking lot locations have been explored already but would be investigated further under design phase activities and/or a separate project.
- **Why are sidewalks needed on both sides of the road?**
  - To safely access businesses and homes on each side of Everett. Sidewalks on both sides are also necessary to prevent pedestrians from having to cross Everett and/or walk on the side of the highway.
- **Why can't you use the "T-3" Trail proposed adjacent to the Lake, instead of using more space to install a sidewalk on the west side of Everett?**
  - The T-3 Trail will be located on properties that were acquired using a variety of local, State and Federal conservation funds. Trails can be an allowed use within the conservation lands, but the trail would not be constructed to such standards to be a substitute for sidewalks or bike lanes along the roadway.
  - The T-3 Trail would not provide direct access to businesses and homes as it will be adjacent to the Lake on the back (west) side of the properties and will likely be many years before it's connected all the way up to Leadbetter Road.
  - **Can't the conservation land be swapped for land elsewhere to "free up" the trail?** There is a very low likelihood of this happening; however, even if it did happen, based on the amount of time it would take it would have to be something that's evaluated in the future. Even then, the other bullet points above would still be valid.

Responses to Common Questions

- **Is the City going to use "eminent domain" to take my property for improvements?**
  - During the design phase, which may take a couple years to begin due to lack of funding, the City will look at ways to minimize impacts to properties to the extent possible – there are many ways this can be accomplished with multiple projects completed by the City that are good examples.
  - Should property acquisitions be needed, those will be private discussions and negotiations with each property owner that may be potentially impacted. There is an entire process devoted to property acquisition and negotiations with property owners that the City is required to follow to ensure property owners receive "just compensation" based on fair market value.
- **Why is the City planning this corridor with only the North Shore development in mind?**
  - The Corridor Analysis has been completed with all residents and businesses in mind – both current and future. As evidenced by the survey results and comments at open houses, the existing corridor is not sufficient to provide safe and efficient access and passage for current businesses, residents and visitors to the area. For example, one of the most common requests received is for sidewalks to allow safe pedestrian movement along the corridor so that people do not have to walk on the shoulder of a busy road.
  - Likewise, the Corridor Analysis includes a review of the 20-year traffic projections, both inside and outside the City, that could potentially use this corridor. All options considered will accommodate both existing and future residents based on current available information.

Responses to Common Questions

- **Why can't an option that fits within the existing right-of-way be used to minimize impacts to adjacent property owners?**
  - Ultimately, any of the options, or combinations thereof that fit within the existing 60-foot right-of-way could be constructed. The recommendation by the project team considers all input and desires by the community gathered from public outreach as part of the Corridor Analysis.
  - As shown, the recommended cross-section between the Bridge and 43rd is approximately 10 feet wider (70 feet) than the existing right-of-way; however, this does not mean the final constructed project has to be exactly 70 feet wide the entire way. As stated in the "eminent domain response", the City will look for ways to minimize impacts to properties during the design process, which may include reducing the width of the cross-section where possible.
  - Unfortunately, the concerns about parking, access, and other potential impacts to properties still exist even when using the existing 60-foot right-of-way to make improvements. For example, some parking, stairs, and even portions of structures are currently inside the existing State right-of-way. As another example, regardless what form the design takes, open (full) access the length of a property adjacent to the State highway will not be possible. Based on State and City standards, each property may likely only be allowed to have one, or possible two driveways (direct access points) to Everett Street/SR-500.
  - Designing and constructing a new roadway to serve all users will need to balance the broader needs of adjacent properties and the broader community.

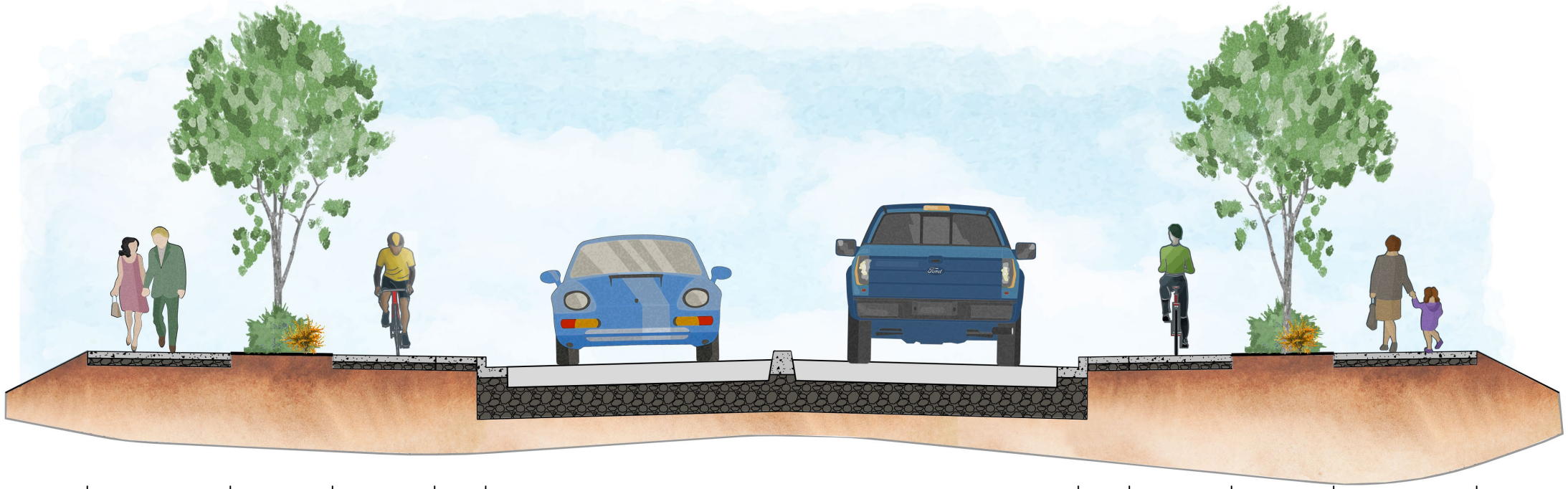
Responses to Common Questions

- **Are improvements to NE 43rd Ave included in the analysis?**
  - Only around the intersection with Everett Street. The remainder of 43rd to the east would likely need to be improved with a separate project.

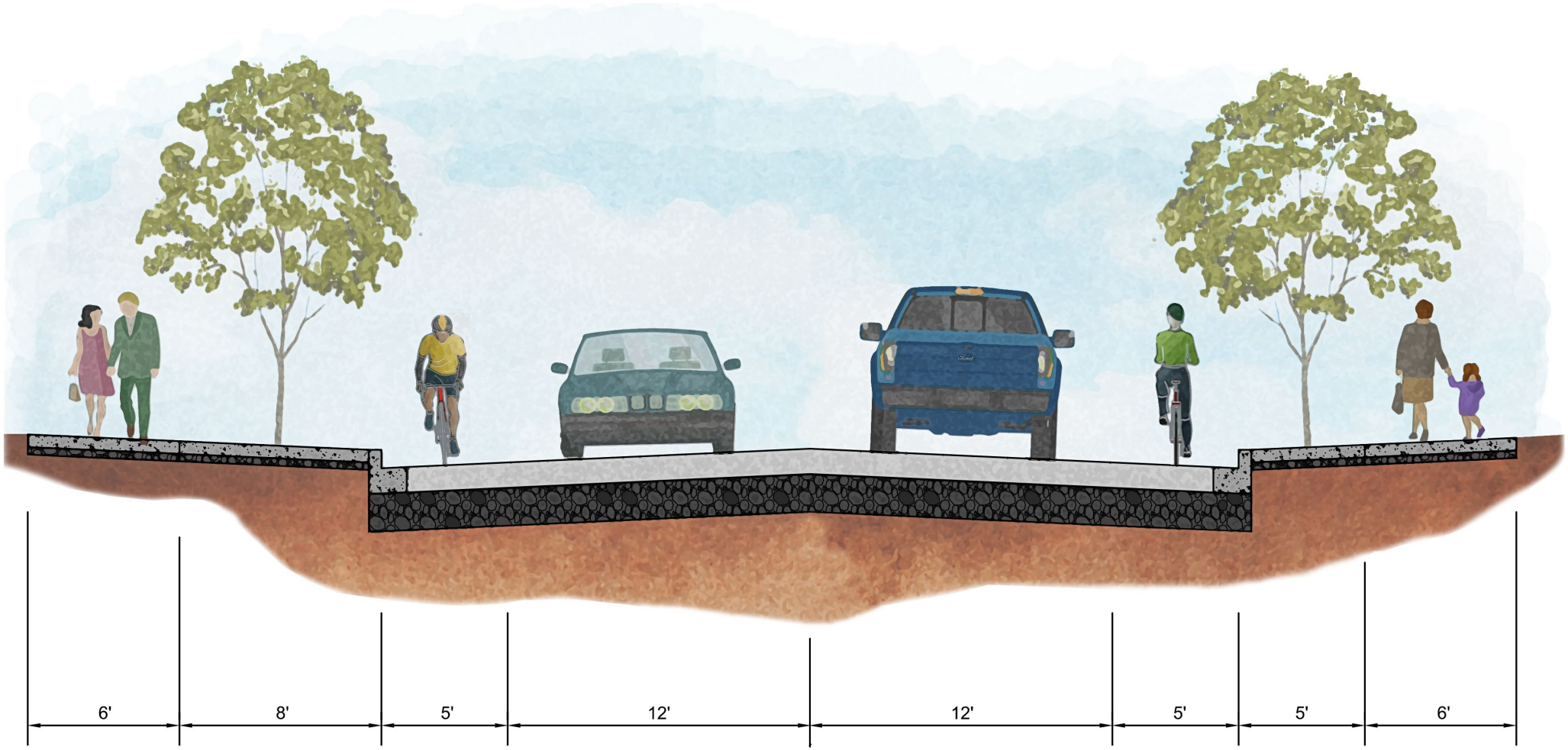
- **How come the team did not investigate transit options?**
  - Transit options such as bus or motorized trolley are still possible with all options considered. Busses and trolleys operate on two lane roads in many jurisdictions and could also be considered as part of any off-street parking discussions. C-Tran was also invited and attended at least one Open House event and will continue to be included in discussions during the future design process.

Existing & Potential Right-of-Way

RECOMMENDED CROSS SECTION
ELEVATED BIKE LANE AND SIDEWALK (MM5)

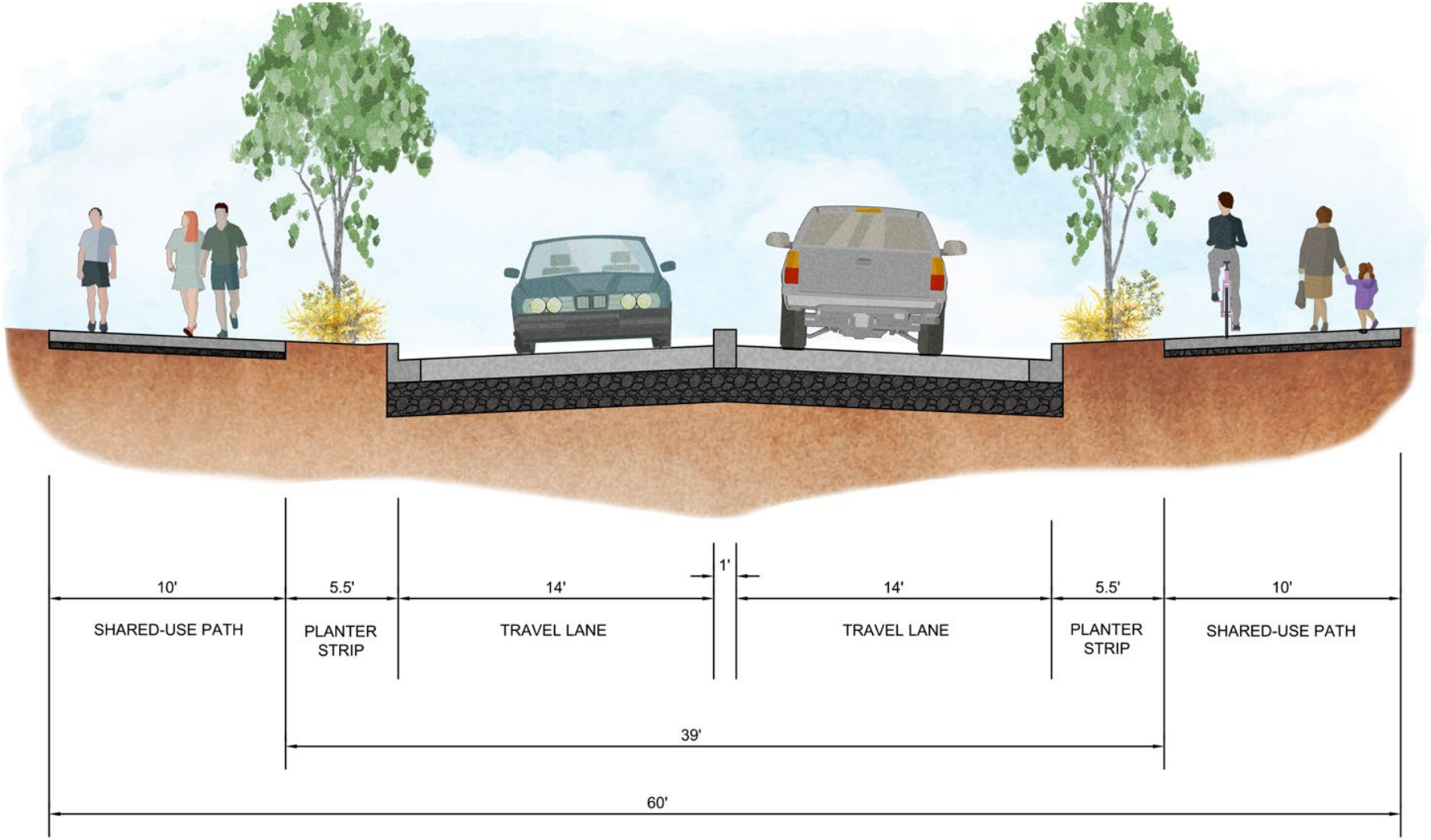


1. Sidewalk and Bike Lane (MM1)

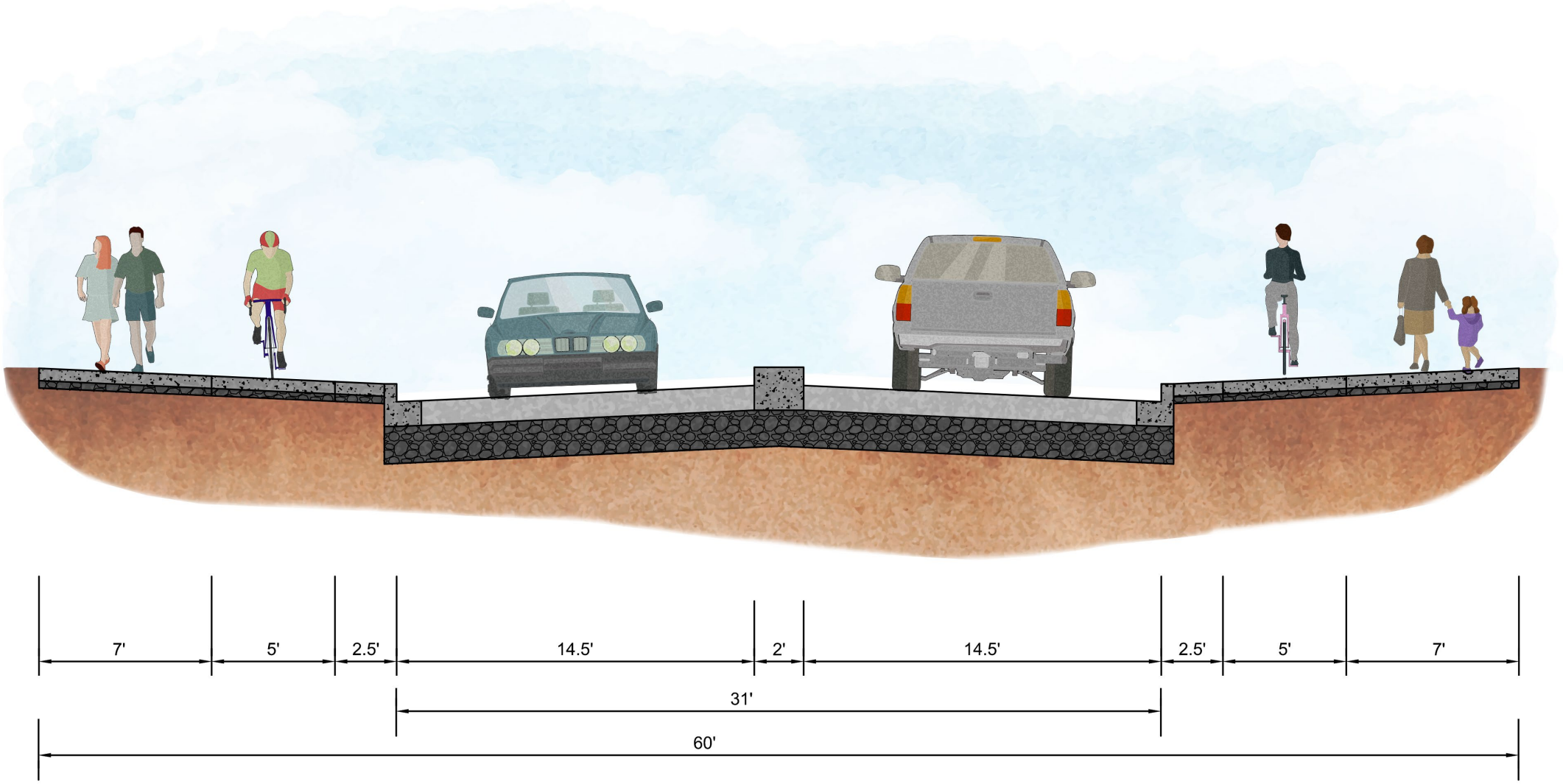


Bike Lane with Sidewalk

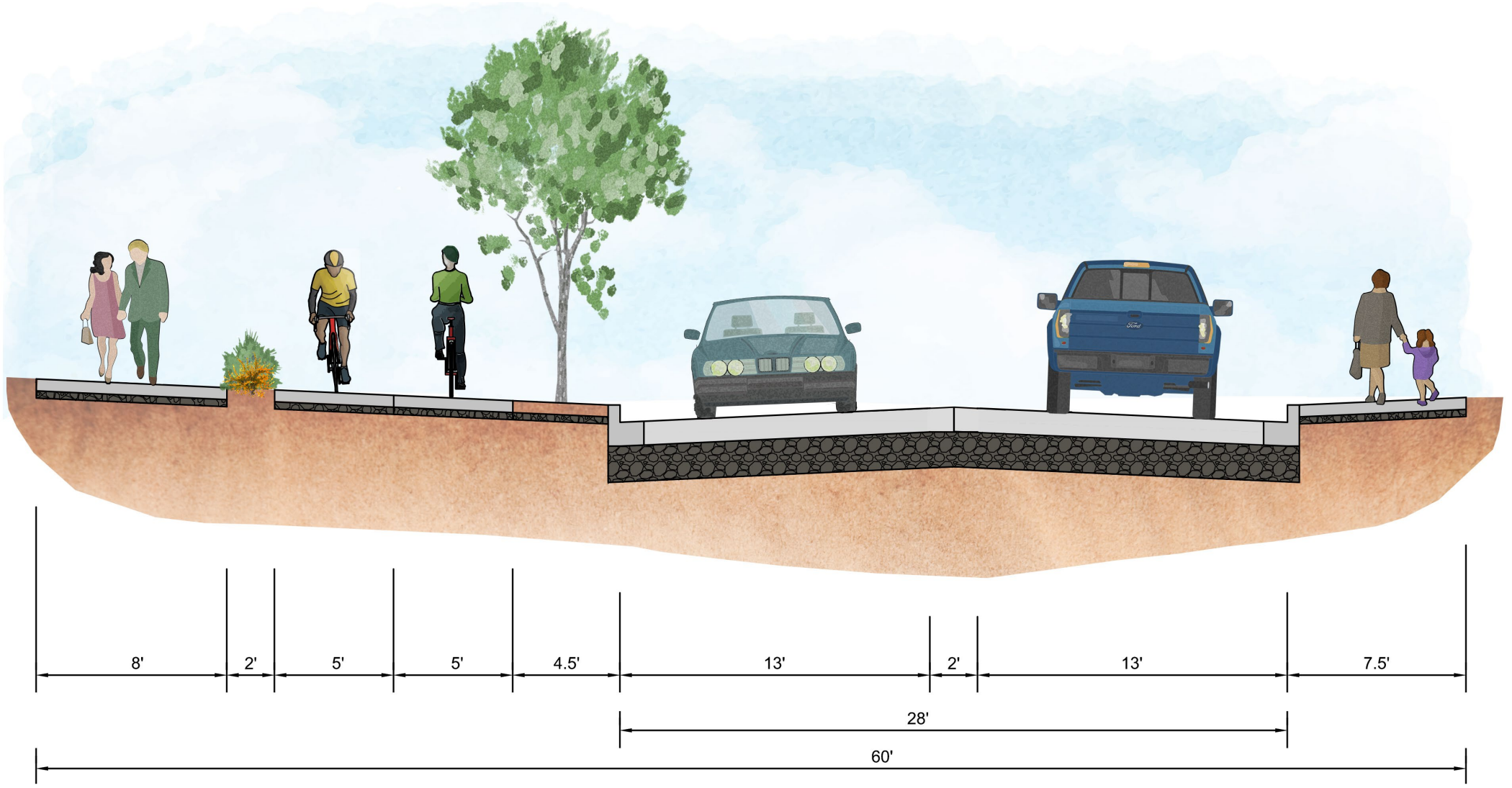
2. Shared-Use Path for Bicyclists & Pedestrians (MM2)



3. Elevated Bike Lane and Sidewalk (MM3)



4. Bi-Directional Bike Lane and Sidewalk (MM4)



Bi-Directional Bike Lane and Sidewalk