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**From:** [REDACTED]  
**Sent:** Monday, April 01, 2019 9:45 AM  
**To:** Jim Hodges <[JHodges@cityofcamas.us](mailto:JHodges@cityofcamas.us)>; [carothers@cityofcamas.us](mailto:carothers@cityofcamas.us)  
**Cc:** [REDACTED]  
**Subject:** Input on Lake Road/Everett survey

Hi,

I had previously filled in the survey about the Lake/Everett intersection plans, but when I came to the "additional comments" area, the survey wouldn't let me put anything there. Alicia Brazington said that I could submit written comments directly to you. So here are my written comments for your consideration:

It seems that one of the biggest traffic issues at this intersection is caused by the traffic to and from the high school, which concentrates at certain times of day. What is being done to try to mitigate the amount of traffic that CHS generates? Are there things CSD/City of Camas could do to reduce the number of cars driving to and from CHS every day. For instance, could bus service be improved so that riding the bus would be more desirable? Could there be special bus service for those doing zero period and afterschool activities? Could parking permits be made more expensive as a disincentive to driving? Could the parking lot at CHS be set up with a payment system that charged daily--so that people only drove on the days that they really needed to have a car (rather than every day since they are teens who just want to drive to school)?

The culture of driving to school seems excessive in Camas. It starts with parents driving their kids to school in elementary and escalates from there, resulting in total congestion around schools and school times on many camas streets. What can be done to manage this so that we change the culture in Camas around "drive to school culture"? This is a public health issue as well as a traffic issue. With so much driving going on, not only does it affect our air quality (and in particular the air quality around schools when parents are allowed to idle for long periods while waiting to pick up and drop off kids), but it also reduces the opportunities for kids to get regular exercise by walking to school.

While this issue may seem tangential to those planning the intersection at Lake and Everett, efforts to reduce traffic overall in Camas and make it a more walkable/bikable/public transportable community could help to alleviate the need for constructing major intersections to handle the traffic. I hope that the city will work with CSD to address the excessive traffic that is associated with the district and the "culture of driving to school" that seems so pervasive here.

Another thing that I would like to see with any intersection development is input from citizen pedestrians and bikers about the convenience and safety of the proposed plan. This should include ON SITE discussions to look at intersections, traffic patterns, etc., not just meetings at which

pictures/blueprints are presented and considered. All too often, these "improvements" prioritize the needs of cars, which further reinforces driving culture. Let's be creative and forward looking to encourage biking and walking in our community.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

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**From:** Matt Rasmussen <[matt@fsee.org](mailto:matt@fsee.org)>

**Sent:** Tuesday, April 23, 2019 2:44 PM

**To:** Jim Hodges <[JHodges@cityofcamas.us](mailto:JHodges@cityofcamas.us)>; Curleigh (Jim) Carothers <[jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us)>

**Subject:** Lake Road Project

Dear Mr. Hodges and Mr. Carothers,

I've pasted below a letter from our executive director, Andy Stahl, regarding the Lake Road project. Thank you for your consideration.

Matt Rasmussen

Jim Hodges  
James Carothers  
City of Camas  
April 23, 2019

Dear Mr. Hodges and Mr. Carothers,

Forest Service Employees for Environmental Ethics is a national nonprofit group that advocates for the responsible use of our public lands. Although our focus is on issues affecting national forests, we also advocate for healthy urban forests, in accordance with the U.S. Forest Service's Urban and Community Forestry Program.

I am writing to express FSEEE's support for Preferred Alternative Option 1 for the NE Lake Road and NE Everett Street Intersection Improvement Project. This option would preserve the large American chestnut tree that grows within the project area. As I am sure you are aware, American chestnut trees once dominated the forests of the eastern United States. They were virtually extirpated around the turn of the 20<sup>th</sup> Century by the chestnut blight.

Today, efforts continue to develop blight-resistant strains of American chestnuts, in hope of one day allowing this signature tree to recolonize its former range. One strategy being pursued is to cross-breed existing American chestnuts in an effort to develop a strain that can fend off the blight. Only a few hundred mature chestnut trees remain, meaning that each individual tree that survives—including the one in Camas—is a potential source of important genetic breeding material.

We understand the need for the City of Camas to upgrade this busy intersection. We urge you to do so in a way that preserves the American chestnut tree that grows there now.

Thank you for your consideration.

Sincerely,

Andy Stahl, Executive Director  
Forest Service Employees for Environmental Ethics

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**From:** [REDACTED]

**Sent:** Friday, February 22, 2019 11:59 AM

**To:** Jim Hodges <[JHodges@cityofcamas.us](mailto:JHodges@cityofcamas.us)>

**Subject:** NE Lake Road and NE Everett Street Intersection Improvement Project

Dear Jim

Unfortunately we're not able to attend the open house. Our main feedback from looking at current information and project goals is that there is not enough focus on integrating the existing network of bike lanes and cycling trails. The Heritage Trail and Lacamas Park Trail connecting through to the Washougal Greenway is possibly the only decent (longer) length off-road bike route suitable for families and younger children in Camas.

Whilst the project goals reference improving pedestrian access to recreation areas, it's not clear if this aim also extends to cyclists. At present trying to navigate the route between the Lake Lodge and the main crossing with our 6 year old on a bike is challenging and feels unsafe, despite the fact she is a competent cyclist. We'd be much more inclined to head onto Lacamas Park (and nearby refreshment stops!) if bike lane connectivity beyond the Lake Lodge and around the intersection was improved.

We would like to see bike use – as well as pedestrian options – more at forefront of, and fully integrated with, future transportation planning.

Kind Regards

[REDACTED]

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