

Carey Certo

From: Robert Maul
Sent: Friday, February 6, 2026 10:15 AM
To: Madeline Coulter; Anita Ashton; Carey Certo; Curleigh (Jim) Carothers
Subject: FW: North Shore Bike & Pedestrian
Attachments: Village at North Shore Hearing 12.1.25 - Google Docs.pdf

From: Cassi Marshall <cassi.r.marshall@gmail.com>
Sent: Friday, February 6, 2026 8:01 AM
To: City Clerk <cityclerk@cityofcamas.us>; City Council Members (GRP) <CityCouncilGRP@cityofcamas.us>; Administration Email <administration@cityofcamas.us>
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Subject: North Shore Bike & Pedestrian

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Pedestrian & Bike Infrastructure in North Shore development proposals

Good Morning, Council & Mayor –

I know that at least two proposals for development on North Shore properties are currently working their way through the City processes. It is my understanding that the HSR project (Village at North Shore) will go through a hearings examiner, but you as Council will vote on the approval of a development agreement with SunCal. I'm contacting you now to ask that you give serious consideration to the bike and pedestrian infrastructure proposed for any North Shore projects that come before you.

The public process undertaken by the City to gather input for this subarea plan was impressive, and the [North Shore Subarea Design Manual](#) is phenomenal – so first, kudos to staff, council, volunteer committee members, consultants, and the public for the tremendous work done from 2019-2023. I especially appreciate that the manual is designed for public consumption, with informative drawings, descriptions and photos. Thank you.

There was significant input prioritizing a variety of infrastructure to support walking and biking options. The plan's Vision Statement includes, "Cluster uses for a walkable community... so residents can meet daily needs without driving. Use sidewalks, pedestrian trails and bike paths to connect residents to neighborhood destinations." The [North Shore Subarea Plan](#) states, "Provide a multimodal trail network along public rights-of-way to provide daily commute and recreation options and connect to the larger regional trail system," and "Balance the rural character of roadways with the addition of traffic calming features and upgraded pedestrian and bicycle facilities to support multimodal travel," and "Incorporate secure bicycle parking and storage to promote non-motorized travel and encourage modeshift." (p. 23) Not to be overly formal in referencing the documents, but the input and resulting planning guidelines show *really* strong support for safe, convenient, usable infrastructure to support walking and biking as viable transit options.

Camas has a chance with these developments to create state-of-the-art infrastructure. It's a blank slate, which is an exciting opportunity – and since infrastructure retrofits are expensive and incredibly disruptive, a decision for design that will meet residents' needs for a very long time is financially prudent as well. If we actually prioritize options for pedestrians and bikes (and wheelchairs, strollers, scooters – all the wheels), we can make a significant dent in other costs as well, like parking, congestion, pollution etc. When kids can safely walk and bike to school, and community members and visitors can pedal to recreation sites and commercial establishments, it's a win for the walkers, the bikers and the drivers. We can also make meaningful strides toward our emissions reduction goals, have cleaner air, and promote improved health for all our residents. So many wins.

- Please make sure that current, best-practice safety design standards are used throughout the North Shore street network. There are numerous resources – like this [2025 guide](#) published by the National Association of City Transportation Officials (NACTO).
- Please require plans to include buffers between the fast-moving cars and the bikers and pedestrians.
- Please ensure that traffic calming, enhanced pedestrian crossings, and protected bike infrastructure intersections are included consistently.
- Please consider how transit fits into these plans, since the recent C-Tran presentation at C-W Chamber noted future possible lines within North Shore.
- And please make sure that these qualities are consistent throughout the new development – that they flow smoothly between the properties and developments.

This planning does not have to cost more, nor take up more right-of-way space. It just needs to be done thoughtfully, and in alignment with data-backed best practices. And if done right, the entire development will be more desirable and successful.

It has been some time since the original plans were shared with the public, so I'll be optimistic that these changes may already be in the works. But my concern is that if they have not, the community will not have sufficient notice to review and understand the changes nor prepare to comment, and that a weakening of the public-supported, council-approved subarea plan could be made in one quick vote. I'm pretty sure the community would favor taking a little bit of extra time to get the right outcome on such huge investments.

I know this is already a very long communication in your very full inboxes (sorry), but I'll also attach the comment I prepared for the scheduled-then-cancelled Hearings Examiner meeting in early December for the HSR proposal, since the concerns are similar.

If you've read this far, thank you for your time and consideration. You deserve a cute dog biking pic.



– Cassi

Cassi Marshall
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