

Carey Certo

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To: Community Development Email
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Subject: North Shore Village

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Hi Madeline,

I just wanted to follow up on our conversation from Monday. I had a chance to look more at the development materials for this subdivision and it looks pretty solid. I'm excited about the combined public access and emergency vehicle access down to the boat launch area. We'll want to make sure this access road is well graded but this should be a really valuable amenity for the residents. Also, based on the lot sizes, it's likely that this will be one of our more affordable developments and possibly offer up some housing sizes that are not provided in other developments.

One possible concern is the lack of protected bike lanes along North Shore Blvd. I spoke with Michael Andreotti and he indicated that this development was not asking for on-street parking along North Shore Blvd. This makes sense as access is limited in order to improve traffic flow and off street parking is planned for commercial areas. The problem is that the publicly vetted and approved North Shore Blvd plan, detailed in the City's North Shore Design Manual, uses parked cars both to create protected bike lanes and to calm traffic in order to reduce speeds and keep motorists safer. My understanding is that painted bike lanes cause 2 problems: 1) They increase lane width and the perceived clear zone which encourages speeding and adds danger to motorists and to other users at intersections. 2) And likely the more fatal flaw, they do not provide adequate protection for bicyclists. This results in low usage and encourages bicyclists to use sidewalks instead, which can create conflicts between pedestrians and bicyclists.

A possible solution is to move the bike lane adjacent to the sidewalk and protected from traffic by the planting strip and street trees. Well grown street trees make excellent and attractive bollards, providing both perceived and actual protection from vehicles. This would require neither expanding the ROW width nor additional paving. 10' of sidewalk and bike lane is wide enough for maintenance vehicles or in extreme instances, emergency vehicles. Bicyclists and pedestrians are much easier to reroute than traffic when needed. Reducing the curb to curb lane width would also have the benefit of calming traffic.

Obviously, it would be nice to see consistent bike and pedestrian facilities along the entirety of North Shore Blvd. This will be the main biking route to access future businesses and parks in the adjacent development as well as schools, Lacamas Lake, and connections to Downtown and East Vancouver. Biking and pedestrian facilities will only be used up to their least safe stretch so it's important to provide adequate safety along an entire route.

Thanks for giving the public an opportunity to comment. I look forward to learning more about this development. Thanks!

Rick Marshall
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