

NW Fargo and 28th from NW Utah to NW 18th
Lane Reconfiguration
Public comments

EMAIL COMMENTS

Sent: Wednesday, March 25, 2026 10:52 AM

I support the proposed changes and hope they will move forward. As a walker, I find this stretch of road dangerous because of a lack of visibility especially when cars are parked on the road. There is one crosswalk in this area and only one side of the road has complete sidewalks (so to walk on a sidewalk, I have to cross!). The proposed changes would improve visibility and make the area much safer. As a driver, I'd like to see bikers have more space and a dedicated lane.

Thanks! Joan

Sent: Wednesday, March 25, 2026 2:04 PM

Subject: 2026 Pavement Preservation and Lane Restriping - NW 28th Ave and NW Fargo St from NW Utah St to NW 18th Ave

Hello !

I walk this stretch of road almost daily. Currently I have to scamper across the road a couple of times because the sidewalk disappears. I strongly support the proposed changes, making it a bit safer to walk along the street.

David

Sent: Saturday, March 28, 2026 4:17 PM

I've been living in Camas for 4 years, & I love it.

Thank you for taking the repaving opportunity to upgrade the safety of those on bike and on foot on this roadway.

Generally, we're better off with less cars & more bikes!

I suggest that on the road leading straight to Dorothy Fox Elementary, a higher standard of physical separation and protection should exist in order that parents can feel comfortable letting their small children walk or bike to school.

In fact, wherever possible, a physical barrier between cars & bikes is preferable.

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thank you,

COMPILED FACEBOOK COMMENTS

Check with Bryan R if I should include and if first name is ok...

Comment 1:

Seems like this will have a big impact to Dorothy Fox Elementary. Might want to include camas school district and Dorothy Fox elementary in your discussions.

User reply: this was my first thought. Whoever thought of this idea either doesn't have kids attending Dorothy or has never been to an event at the school.

Comment 2:

Go to 34th in Vancouver and this is what it will look like. Odd, never have seen a bicycle on the road. The residents are losing parking and will have to park around the corner on the side streets, same for their guests and any service vehicles. Maybe think about paving the roads that have a ton of potholes. Fix Forest Home so that people can walk safely instead of having to walk in the ditch and weeds.

User reply: I love the idea of fixing Forest Home as much as anyone, but that feels like a whole different \$\$\$ and engineering ballgame.

Comment 3:

Everyone complaining about lost car travel lanes and lost parking spots needs to drive this stretch of road.

First, there are only two car travel lanes currently, so it's not a 4-down-to-2 situation and the analogies to Washougal and Vancouver don't apply.

Second, there are already bike lanes (in actuality or in practice) for stretches here.

Third, you don't need car parking lanes on both stretches of this road because there are very/relatively few houses that face onto the street, especially when you consider both sides. For example, from the NW 18th end of the project to the Shell station (a stretch of almost 3/4 of a mile), there are only five residences on the east/north sides of the road

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with a driveway onto the street. Every other house faces away into a subdivision and is (or should be) parking in it.

It's similar but still manageable on the west/south side of the road (14 houses). It's hard to believe that people in a total of 19 houses, already with a driveway, can't each find a place to park an additional car (should they need to, occasionally) in nearly 4,000 feet of parking space.

Comment 4: People will use bike lanes a lot more when they actually connect and go places instead of dead ending. You don't see car traffic on dead end streets either, do you? In any event, every single house on that street has parking for multiple cars. There is a ridiculous amount of parking. We can put the streets to better use than for free car storage.

Comment 5: Is "pavement preservation" code for chip seal? If so, please advise bikes and motorcycles to avoid the area for several weeks.

Comment 6: Is "pavement preservation" code for chip seal? If so, please advise bikes and motorcycles to avoid the area for several weeks.

Comment 7: I am very skeptical of this project but will wait to hear more. So many of the duplexes/apartments park on this street, as well as the school traffic at pick-up, that it's hard to maneuver around now. I agree that school buses should be a high safety concern but the crossing guards have their hands full already and I can't understand how this plan will do anything other than exasperate the situation. Parents will not stop picking up their kids just because of bike lanes, it will just cram everyone in like sardines.

Comment 8: This is definitely a higher priority than fixing the road surface on the slough bridge.

Comment 9: Go figure .. reduce the number of parking space in hopes people ride bus mass transit

Comment 10: I understand the need for updates, but we need to consider the impact of reducing driving lanes on traffic flow and safety, especially during peak hours. Quit reducing our driving lanes seems like a step back. What's the plan to mitigate congestion?

Comment 11: Losing parking options for residence is never a good idea. Why make things harder for people?

Comment 12: If it's to better serve all users then leave the parking alone.

Comment 13: Good grief 🙄 who comes up with these ridiculous designs!?

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Comment 14: There already isn't enough parking and now you plan on taking away the little that there is.. that would send bookish into the ground.. along with more illegal parking that already takes place in the summertime from lack of parking..

- User Reply: this project is nowhere near Bookish or the lake.

Comment 15: The stretch is really only used for parking during the school year when school is starting or getting out. That said ,we live on Utah St. just north of the intersection and the school. I have issues getting into and out of our driveway at times during those times already and the line of sight to the north, coming up from Valley towards NW 28th, is already limited and more cars probably parking on NW Utah to pick up kids, particularly when raining, even for a short period of time will decrease the line of sight from both northbound and southbound cars causing a heightened safety issue. I am wondering if the City had a licensed traffic engineer take those factors into consideration? As far as I am concerned the City is now on notice of a potential increase in safety issues from the proposed changes to NW 28th.

Comment 16: They want bike lanes. That's the whole purpose of these "updates". Do away with street parking so bike lanes, that will RARELY get used, are put in their place! Look what Washougal did to E st. 4 lanes to 2 and put bike lanes in that are RARELY used! And traffic still backs way up! It's a real joke!

- User Reply: agreed! It's been a nightmare in Washougal. It was so much more functional as 4 lanes. Back up at the lights was an instant issue.