

4/1/26

Hello,

Plans for the 2026 Pavement Preservation and Lane Restriping – NW 28<sup>th</sup> Ave and NW Fargo St. from NW Utah St. to NW 18<sup>th</sup> Ave. appear to follow the City's "Complete Street" policy and federal and state guidelines. While the concepts are notable and more closely align with new development designs, they do not align with existing physical street layouts and, more importantly, common sense.

Complete Streets policy advocates ignore cost-benefit analysis, as the guidelines for action assume that someone, someday, will benefit from changing sidewalks and roadway structures, even though bicycle lanes and sidewalks are usually empty or used by very few people.

Camas is not an urban area with close-by shopping, employment, and often schools. Motorized vehicles, primarily automobiles and trucks, will be used by 90+% of people for their transportation needs. Others will use bicycles, scooters, and motorized wheelchairs to a much lower percentage.

Bicycles, cars, trucks, and people have coexisted on sidewalks and streets for over a century. Accident rates are very low. In 2023, WSDOT reported 154 pedestrians died, and 474 were seriously injured in traffic crashes. In 2023, WSDOT reported 18 Bicyclists died, and 157 bicyclists were seriously injured in traffic crashes. 2024 preliminary data from Washington's Traffic Safety Commission, reported by the Washington State Standard, showed 168 pedestrians or bicyclists were killed.

No doubt, anyone would wish these numbers were lower, or even zero. The reality is that people don't live in cocoons; they're active and take risks. Even walking on a sidewalk poses a risk of stepping off a curb, tripping on a crack, or just stumbling.

As tragic as accidental deaths and injuries are, is attempting to change all or nearly all streets in the state justified or even practical? What has been the City of Camas' experience with the number of bicyclists and pedestrian deaths? How have costs been analyzed?

The current plan presented on the 3 slides published on the website is questionable and more likely to create a false sense of security. Roadway striping also includes evaluating accessibility features. This proposed project will likely result in changes similar to those the City of Vancouver made to 34th Street between 192nd and 164th streets and on Tec Center, where accessibility features have turned the two streets into eyesores and likely hazards for drivers and into delays for emergency vehicles. The City of Vancouver example is intended as a question to City staff, asking them to detail exactly what alternative accessibility features they are evaluating during the workshop.

In my humble opinion, after reading information at the federal and state levels, the complete streets program is a mandate with very little leeway. The best approach for the City of Camas is to do only what is necessary to comply minimally with regulations. The restriping project should not include any additional striping other than replacing existing striping.

Future road improvement projects may include extending bike lanes and their markings. Projects could add sidewalks to existing streets where property setbacks allow. New construction projects could have wider sidewalks and potentially place sidewalks and bike lanes adjacent to one another, with parking strips separating the roadway from the sidewalk and bike lanes. The result of realigning new construction projects would leave the roadway for autos, buses, and trucks, with sidewalks and bike lanes for bikes, scooters, pedestrians, and motorized wheelchairs.

Respectively submitted,

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