

From Margaret Tweet

From: "Tweet" <tweetfamily@comcast.net>
To: "RTC Meetings" <meetings@rtc.wa.gov>
Sent: Tuesday, April 7, 2015 11:57:12 AM
Subject: Re: April 2015 RTC Board Meeting, public comment for the board.

Under the agenda item Other business, CTRAN
Citizens rejected BRT at the polls.
November, 2012, **over 56.51% of Clark County Ctran voters rejected the Ctran proposition to extend light rail on the proposed CRC bridge into Clark County and also rejected Bus Rapid Transit on Fourth Plain .**

C-Tran Proposition 1 November 6, 2012. "Resolution BR-12-009 and RCW 81.104 authorize a proposition to increase the sales and use tax by 0.1 percent, or one penny on a ten dollar purchase, to fund the C-TRAN share of the maintenance and operations costs ONLY of the Columbia River Crossing Project light rail extension between Expo Center and Clark Park & Ride and the local capital share and operations and maintenance costs of the Fourth Plain Boulevard Bus Rapid Transit project." <http://www.clark.wa.gov/elections/results/2012/2012Nov6ElectionResults.pdf>

NO to BRT.

Complete Streets agenda item.

- raised crosswalks (making crosswalks into speed bumps) Hazardous for emergency vehicles such as Fire engines and ambulances
- reduced road capacity- Roads are the lifeblood of our community carrying freight, service and commercial vehicles, emergency vehicles, and giving residents access to goods and services. Roads should be top priority.
- Traffic calming measures to lower speeds- Safety must be considered. Bump outs cause flat tires and cannot be seen when it snows.
- Bubble curbs- are hazardous to drivers , cause flat tires, cannot be seen when it snows
- elimination of free-flow right-turn lanes- causes congestion
- angled, face-out parking- difficult to maneuver. Head in is safer to park.
- street trees (often by removing parking) Along about 3 blocks of one street with street trees, Dahlia Dr in Camas, the sidewalk has become dangerous in at least 4 areas by tree roots that have caused a dangerous rise and break in the sidewalk. If trees are planted along streets and sidewalks, it creates sidewalk hazards. Better to plan ahead and plant trees away from sidewalks and streets that can be ruined by the roots. Street trees also can impair traffic sight.
- dedicated bus lanes. - Citizens object to dedicated lanes for transit for a few vs. roads for all including buses..

“Complete Streets” Harm Communities

I am very concerned that your proposed “complete streets” contract ⁽¹⁾ will make Clark county more like Portland by implementing Oregon originated ⁽²⁾ policies promoted by METRO and the smart growth ⁽³⁾ movement.

I noticed that the deliverables include:

“talking points about the policy, benefits of Complete Streets” and nothing about the costs such as increased traffic congestion, slower emergency vehicles and dramatically increased cost of roads. This is actually a contract to produce government propaganda!

Complete Streets are part of “smart growth”, which seeks to eliminate single family homes by forcing people to live in expensive high density housing, force people to travel by foot, on dangerous bikes, and slow wasteful mass transit instead of fast efficient cost cars. Nationally people who commute to work by transit take about twice as long as by car. ⁽⁴⁾

To see the destruction caused by these policies just look at what they have done to Portland’s affordability, traffic congestion and the displacement of minorities.

Wikipedial ⁽⁵⁾ lists some design elements of Complete Streets:

- >raised crosswalks which make crosswalks into speed bumps.
- >Road diet which reduces road capacity and increases congestion.
- >Traffic calming measures which kill people by slowing emergency vehicles.
- >Bubble curbs that put people close to fast moving traffic.
- >Elimination of free-flow right-turn lanes.
- >Angled, face-out parking.
- >Street trees often by removing parking or traffic lanes.
- >Protected or dedicated bicycle lanes which usually take away driving or parking space.
- >Bus Rapid Transit.
- >Transit signal priority which creates traffic congestion by stopping traffic for buses.
- >Dedicated bus lanes which usually are taken from traffic lanes.
- >Narrower, more dangerous lanes.

METRO said in their “Creating Livable Streets” book ⁽⁶⁾: “the cost of upgrading an existing arterial to Metro regional street guidelines can be nearly 10 times as high as the cost to improve the street to current standards.” Of course those guidelines are essentially “complete streets”

Notes:

(1) RTC “Complete Streets Policy Review, Professional Services Contract” (Resolution 04-15-06)

(2) Oregon enacted the first Complete Streets-like policy in the United States in 1971, http://en.wikipedia.org/wiki/Complete_streets

(3) The name “complete streets” was suggested by the communications director for Smart Growth America. (IBID)

(4) <http://www.portlandfacts.com/commutetime.html>

(5) http://en.wikipedia.org/wiki/Complete_streets

(6) Download from: <http://www.portlandfacts.com/docs/cls.pdf>

Submitted by:

Jim Karlock

Regional Transportation Council
RECEIVED

APR 07 2015