

Transportation and Mobility Commission

Meeting Minutes

Tuesday, May 7, 2024

4:00 p.m.

City Hall

Aspen Room

415 W. 6th Street

Vancouver, WA

Commissioners Present:

Jeananne Edwards, Devon Fender, Cory Grandstaff, Thinh Phan, Mario Raia, Derya Ruggles, Sara Schmit, Ken Williams

Commissioners Absent:

Soroush Mohandessi, Eduardo Ramos

Staff Present: Kate Drennan, staff liaison; Julie Nischik, staff liaison; Becky Rude, staff attorney

The meeting was called to order at 4:05 pm by Vice Chair Edwards.

Motion by Commissioner Ruggles, second by Commissioner Williams, and carried unanimously to excuse the absence of Commissioner Ramos.

Motion by Commissioner Grandstaff, second by Commissioner Williams, and carried unanimously to approve the April minutes.

C-TRAN 2045 Long Range Plan Update

Taylor Eidt, Deputy Director Capital Projects & Planning, C-TRAN

C-TRAN staff presented an overview of the 2045 Long Range Plan, including the scope of the update, the plan development process, elements of the plan, demographic analysis of C-TRAN's service area, analysis of travel patterns, review of ridership averages and trends in different types of routes, changes in commute patterns, community engagement activities, and discussion of where and how to improve service.

Members

Eduardo Ramos

Chair

Jeananne Edwards

Vice Chair

Devon Fender

Corey Grandstaff

Soroush Mohandessi

Thinh Phan

Mario Raia

Derya Ruggles

Sara Schmit

Ken Williams

Community Development Department

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Commission discussion and staff responses:

- Are you reviewing destination data from Community in Motion medical transport? Staff responded they are looking at all modes of transportation (demand response, paratransit, medical based trips, and fixed routes) but not specifically at data from Community in Motion. C-TRAN does partner with Community in Motion and will work with them to review their data as well.
- Support for public transportation to medication assisted treatment centers.
- Support for regional access and providing reliable transportation to those who work in the area but live outside of Vancouver.
- Reduce number of trips dropped and improve trip reliability for those who depend on transit.
- Would like to see better transit access to the Amtrak station.
- What are the indicators for likelihood of using transit? Staff responded the assessment considered income, renters, race/ethnicity, language spoken at home, English language proficiency and education.
- Asked about plans/enhancements for service on 78th and 99th for students. Staff responded they're gathering feedback from the community on specific needs in the network, including streets like 78th and 99th.
- Asked about plans to extend service on weekend nights. Staff responded they're looking for feedback on topics and priorities such as this during their public engagement process for the Plan.
- Partnerships with other cities to share transit ideas? Staff responded C-TRAN is a member of a number of organizations that rely on and reinforce transit best practices. As a member of these organizations, C-TRAN consults with other transit providers in the region and nationally.
- Ways to provide feedback on the plan? Staff responded the online forum is available to provide input. While open house events were held in March, there will be intercept surveys conducted on-board the buses, and on bus platforms in the near future. There are also tabling events planned for this summer.
- How is the Current is affecting bus ridership and route planning? Staff responded that the Current likely hasn't affected ridership or routing significantly as it's not intended to move a large number of people. It has had an impact on paratransit service. Trips on the Current are occurring in areas where they were not as expected, such as places not within a quarter or half mile of transit and providing a new level of service where it wasn't available before.
- Suggested outreach targeted towards youth in the future.
- Balance of funding, expanding service and ridership efficiency. Staff responded the community and Board determine the balance of those needs. How C-TRAN invests in services is guided by the policy direction of the Board.
- Status of electrification of the fleet. Staff responded C-TRAN adopted a zero emission vehicle transition plan to convert the fleet to zero emission vehicles by 2045 and C-TRAN currently owns 10 electric buses.
- Outreach with community groups. Staff responded they work with many community groups to develop this plan.

112th Avenue Safety and Mobility Project

Kate Drennan, Transportation Planning Program Manager, Community Development; Ryan Farncomb, Parametrix

Staff presented an overview of the project area and roadway segments, the project goals, issues and needs to address, and updates on the project since the previous workshop with the TMC. Staff shared the near term recommended improvements from McGillivray to 18th Street, possible lane configurations at the SE Chkalov Dr./Mill Plain Blvd intersection, near term project recommendations for 18th to 28th Streets, mid-term recommendations from 28th to 51st Streets, and long term recommendations for 112th north of 18th

Street to the 51st Street project boundary. The presentation concluded with an outreach update and survey responses received to date.

Commission discussion and staff responses:

- How are concurrency standards measured? Staff responded they use a regional traffic model to understand traffic volumes now and into the future that accounts for population growth and development. Concurrency standards are thresholds for minimum corridor travel times in a vehicle.
- How will this project change 18th Street? Staff responded the focus of this project is 112th, so there are no recommended alterations to 18th Street. South of the 18th Street intersection there are opportunities for mobility lanes, but the roadway width is more constrained north of 18th Street, and the vehicle volumes are much greater.
- Asked how the project can incorporate human centered design across the corridor. Staff responded that the project is focused on changes within the roadway, but the addition of mobility lanes and pedestrian leading intervals at signals to allow pedestrians to get a walk sign before the light turns green should elevate human movement on the corridor.
- Other considerations for the Chkalov/ Mill Plain Blvd intersection include maintaining the signal timing operations set for the BRT Vine Service on Mill Plain.
- Prefer a buffer for the mobility lane on Chkalov and for mobility lanes to be next to the curb rather than between travel lanes.
- How would bikers get to the mobility lane going north from 28th and concern for conflict with vehicles? Staff responded that people on bikes could ride on the sidewalk on 112th or access the bike lane via cross street north of 28th. While the striped mobility lane is not the preferred treatment, it will make people on bikes and small mobility users more visible to drivers and signal an expectation that they will be on the road as compared to now where drivers may not expect to see a bicycle in the road. The addition of the striped mobility lane will also narrow the vehicle travel lanes to help with speeding and provides more separation for pedestrians and other users on the sidewalk.
- Are the narrow or lack of sidewalks on certain segments addressed in these designs? Staff responded that the Project 'long term' recommendations include a multi-use path north of 18th Street and the Project team will identify any other sidewalk gaps for future capital projects undertaken by the Sidewalk Infill Program.
- Consider removal of the left turn lane and rationale for the turn lane being 10 feet wide. Staff responded the turn lanes should be adequate width due to potential conflicts with oncoming traffic.

Community Forum

Tabor Kelly commented on the 112th Avenue Safety and Mobility Project and noted the negative pedestrian experience at the intersection of Mill Plain and Chkalov. The lack of a bike lane on 112th between 18th and 28th is not an equitable outcome for cyclists.

Jason Cromer talked about his experience traveling in Frankfurt and the absence of vehicle noise in the city center as well as European cities converting multiple vehicle lanes to bicycle lanes. He also noted in Seville, Spain, they recently built an extensive bike network and increased bike commuters from 0.5% to 10%.

Zach Gatton commented on the 112th Avenue Safety and Mobility Project and potential parallel routes. The parallel routes are viable, but intersections need improvements to access the alternate route.

Chris Erickson commented on the 112th Avenue Safety and Mobility Project and the negative experience walking and biking on the route. The corridor currently lacks consistency for pedestrians and bicycles and that remains with the options presented.

29th and 33rd Street Safety and Mobility Project

Maggie Derk, Senior Transportation Planner, Community Development; Ryan Farncomb, Parametrix

Staff presented an overview of the project area, observations and findings from a site visit, project goals and timeline, approach to community engagement, issues to address, and opportunities for improvements in the project area.

Commission discussion and staff responses:

- Estimate on how many parking spots are on the corridor? Staff responded they don't have a specific number of parking spots in the project area because they aren't formally demarcated. On 33rd, the Project team is considering adding a protected mobility lane and parking may need to be removed to accommodate that facility. Staff is conducting a parking utilization study to understand how parking is used throughout the day and will have more data at the next workshop.
- As part of a physical education class at Washington Elementary, students participated in a bike program. The students were not able to ride their bikes outside the school due to the lack of bike lanes and unsafe crossings at St. Johns.
- Abandoned vehicles are parked on this corridor.
- West of Main Street the streets get wider. Support for advisory bike lanes in this section as there is less vehicle traffic.
- Request for crash data west of I-5 and east of I-5. Staff responded that crash data will be available at the next workshop.
- The planters on 33rd are conflict points for vehicles and bicycles and there is support for removal of those.
- The light at 33rd and St. Johns doesn't detect bicycles.

2025 – 2030 Transportation Improvement Program (TIP) Public Hearing

Chris Malone, Finance and Asset Manager, Public Works

Staff presented the transportation project pipeline, the format of the Transportation Improvement Program (TIP) document, changes to this year's version of the document, and next steps for Council to adopt the TIP.

Commission discussion and staff responses:

- Support for the charts that show the financial breakdown for projects on the TIP.
- Request to make the TIP accessible with screen readers.

Public Testimony

- Jason Cromer appreciated the charts showing financial breakdown of projects on the TIP.

Commissioners Schmit, Phan, Raia and Edwards appreciated the shift towards a 6 year plan for projects on the TIP.

Commissioners Williams, Edwards and Ruggles appreciated how this document has improved and shifted over the last few years to make it more accessible to the community.

Motion by Commissioners Williams and second by Commissioner Ruggles to recommend to City Council the 2025 – 2030 Transportation Improvement Program as presented at the public hearing.

Roll Call Vote

Commissioner Schmit	Yes
Commissioner Grandstaff	Yes
Commissioner Williams	Yes
Commissioner Phan	Yes
Commissioner Raia	Yes
Commissioner Fender	Yes
Commissioner Ruggles	Yes
Vice Chair Edwards	Yes

The motion passed unanimously.

Commission Communication

Commissioner Williams mentioned the connection to the Burnt Bridge Creek Trail at Rossiter would be better if it connected at 29th as it would provide better trail access from the south and the west.

Staff Communication

Kate Drennan notified the Commission that Zack Gatton was appointed to the TMC to fill the freight experience position by City Council on May 6.

The meeting adjourned at 7:35 pm.

Jeananne Edwards, Vice Chair



LETTER OF SUPPORT

Date: June 4, 2024
Grant: Active Transportation Infrastructure Investment Program (ATIIP) – USDOT
Project: NE 18th Street/East Powerline Regional Trail

The Transportation and Mobility Commission (TMC) writes in support of the NE 18th Street/East Powerline Regional Trail Project application for the Active Transportation Infrastructure Investment Program (ATIIP) grant administered by the U.S. Department of Transportation.

The Transportation and Mobility Commission is an appointed body by Vancouver City Council that provides review and recommendations related to transportation projects, programs and policies at the City. Commission members represent a wide range of modal users, experiences and interests to provide feedback and guidance on citywide transportation policy and projects. As outlined in the 2024 Transportation System Plan, the NE 18th Street/East Powerline Regional Trail is on a designated Primary Pedestrian Corridor and creates a new connection on the designated pedestrian, bicycle and small mobility network in the city.

The Project enhances and expands this critical component of the off-street, multi-modal pedestrian, bicycle, and small mobility network through Vancouver's central and eastern neighborhoods. The Project will improve safety, livability and connectivity for and between several neighborhoods and services, including disadvantaged communities, libraries and community services, and multiple schools.

The TMC strongly supports advancement of the NE 18th Street/East Powerline Regional Trail through grant funding to better connect neighborhoods and services for our current and future community members.

Sincerely,

Transportation and Mobility Commission

Eduardo Ramos – Chair | Jeananne Edward – Vice Chair



MEMORANDUM

DATE: June 4, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Emily Benoit, Senior Transportation Planner; Brett Setterfield, Associate Transportation Planner

RE: **St. Johns and St. James Safety and Mobility Project – Phase 1 Update**

CC: Rebecca Kennedy, Deputy Director; Kate Drennan, Transportation Planning Program Manager

Overview

The [St. Johns and St. James Safety and Mobility Project](#) (Project) is exploring opportunities to create and implement safety and mobility improvements on NE St Johns Boulevard/Road and NE St James Road between Fourth Plain Boulevard and NE 68th Street. This memo is an update on Phase 1, including a summary of the corridor's existing conditions and community engagement activities.

Figure 1: Project Timeline



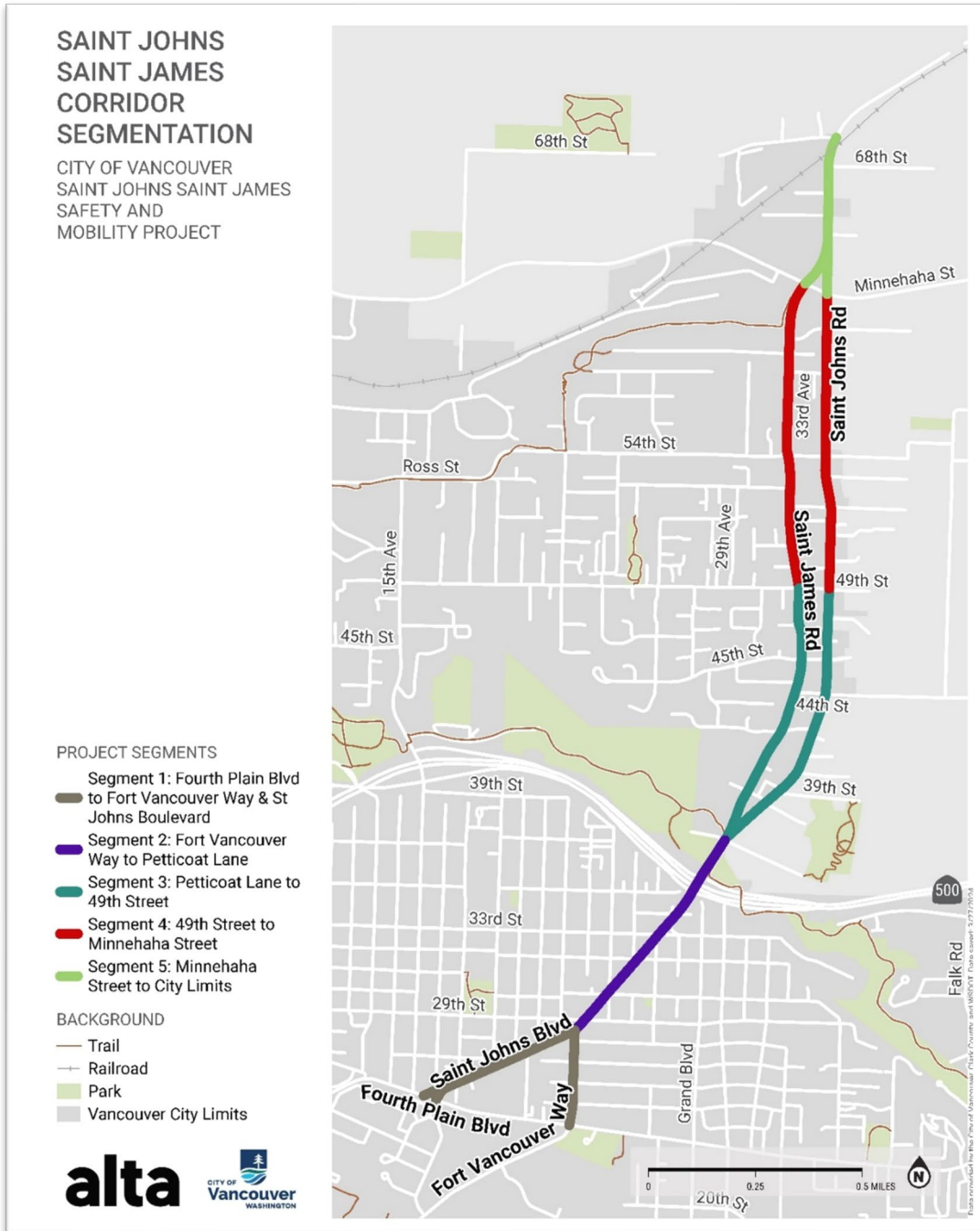
Existing Conditions

The Project Team collected data for an in-depth technical analysis of the corridor for current and forecasted future roadway conditions. The information is documented in the Existing Conditions [Report](#) and [Appendix](#). The analysis includes, but is not limited to:

- Traffic counts for speed, volume and turning movements at peak times and 24-hour counts on weekday and weekend for vehicles, pedestrians and bicyclists.

- Inventory of traffic control devices, street lighting, and transit related data.
- Pavement, striping, sidewalk, curb ramp and crosswalk locations and conditions.
- Facility level of traffic stress for pedestrians and bicycle and small mobility users.
- Existing relevant plans, reports and street design standards.

Figure 2: Project Corridor Segments Map



Corridor Segments and Land Uses

The land uses along St. Johns Boulevard/Road and St. James Road are primarily commercial, with numerous businesses operating along the corridor, and higher density residential directly adjacent. The surrounding area is a mixture of low- and medium-density residential neighborhoods, and several affordable housing developments have either been constructed, or are planned in the project area. The northern edge of the project area, and continuing north into Clark County, is zoned industrial and has many manufacturing businesses.

The corridor is also listed as a Pedestrian Corridor in the [Transportation System Plan \(TSP\)](#) and has two different trail connections: the Burnt Bridge Creek Trail crossing just north of SR-500 and the Ellen Davis Trail running west from St. Johns Road just south of NE Minnehaha Street. The northern segment of the corridor is listed as a Freight Corridor in the TSP.

Collision History

Collision data was collected for the last five years (2018-2022) on the corridor. Five people walking and three people on bikes were involved in collisions with vehicles. Three of these were in a marked crosswalk and one in an unmarked crosswalk. One of the crosswalk collisions resulted in a fatality at Fourth Plain Blvd and Fort Vancouver Way. The highest density of collisions were near NE 33rd Street and NE 44th Street.

There were 39 collisions between vehicles, mostly occurring at major intersections. The greatest number of serious injury collisions occurred in Segment 5, between Minnehaha Street and NE 68th Street, which also has the widest lanes and highest speeds. The corridor south of SR-500, Segments 1 and 2, which has fewer lanes and lower speeds, also had fewer collisions.

Pedestrian, Bicycle and Small Mobility, and Transit

Complete Streets aim to reduce the level of stress for all users on the roadway. The level of traffic stress (LTS) for pedestrians and bicycles, from 1 being the least stressful for users to 4 being the most stressful for users, are determined by the existing lanes and widths as well as posted speeds (see in Table 1).

Conventional 4-6 foot striped bicycle and small mobility (BSM) lanes currently run the length of the corridor, excluding the stretch of St. Johns Blvd between Fourth Plain Blvd and Fort Vancouver Way where there is no BSM lane. Based on the current conditions, the TSP recommends protected BSM facilities for the corridor, with connections to Fourth Plain Blvd, NE 49th Street, NE 54th Street and NE Minnehaha Street.

Segments 1 and 2 have the most sidewalks, fewer and narrower vehicle travel lanes, and slower speeds. Segment 3, which is over SR-500, was downgraded from LTS 2 to LTS 3 due to high vehicle turning movement that create more conflicts between user types and long crossing distances over highway ramps. Segments 4 and 5 have sidewalks that are less than 6-feet wide, some areas with missing sidewalks, and high traffic speeds.

C-TRAN Route #25 runs along the length of the project corridor, starting on Fort Vancouver Way in the southern section. Routes #6 and the Green Vine run along Fourth Plain Blvd, at the southern extent of the project area. Ridership on all three routes is considerably higher on weekdays compared to weekends, with the Fort Vancouver Way/St. Johns Blvd and St. James Road/NE 52nd Street stops delivering the highest numbers of boardings.

Roadway

St. Johns Boulevard is striped with two lanes from Fourth Plain Blvd to Fort Vancouver Way and up to SR-500 with a center turn lane. The rest of the corridor is striped with four lanes, two in each direction, and center turn lanes or turn pockets throughout. There is on-street parking through much of the corridor, with a gap between Fort Vancouver Way and Petticoat Lane approaching SR-500 and north of NE Minnehaha Street.

The pavement conditions vary throughout the corridor, with only St. Johns Road scheduled to be repaved. There are multiple crosswalks in varying conditions and driveways along the project corridor, with a higher concentration of driveways in the southern portion south of NE 33rd Street and in the northern portion between NE 49th Street and NE Minnehaha Street.

Traffic: Speed, Volume, and Counts

The posted speed gradually increases as vehicles travel northbound, from 25 mph to 35 mph and finally 40 mph at NE Minnehaha Street. The average speed also increases as vehicles move north, from an average of 34 mph to 42 mph. The highest traffic volumes are at the southern section between Fourth Plain Blvd and Fort Vancouver Way.

The traffic volumes are highest in Segment 1, closest to Fourth Plain Blvd and range from about 3600 to 9600 along the corridor. The roadway between major intersections, such as Fourth Plain Blvd, SR-500, and NE Minnehaha St, have lower volumes than the roadway at these major intersections.

There are more pedestrians than bicycles and small mobility devices at intersections, with the greatest number of pedestrians (76 in 24-hours) at St. Johns Road and NE 49th Street. The highest number of both pedestrians and bicycle and small mobility users are located at the intersection with the Burnt Bridge Creek Trail at Petticoat Lane.

Traffic: Current Level of Service (2023)

Most intersections along the project corridor operate at a level of service (LOS) C or better. The only intersection with an LOS of F, for any time, is at St. Johns Blvd/E 33rd Street during the weekday evening peak. This intersection operates at a LOS of E during the weekday morning peak and a LOS of D during the weekend midday peak, all due to the east/west movements. There is space available at intersections for vehicle to go through in a signal cycle along the corridor, with the exception of the intersections with SR-500, St. Johns Road and Minnehaha Street, and St. Johns Boulevard and E 33rd Street during peak evening hours. A few vehicles may have to wait for the next signal cycle at these intersections during peak hours.

Traffic: Future Level of Service (2028 and 2040)

Traffic conditions in future years 2028 and 2040 are consistent with the current year, with also only the St. Johns Blvd/E 33rd Street intersection operating at a LOS below C. The intersections also perform similarly to the current year in peak hours. At the same major intersections, it is estimated that in 2028 one to five vehicles may wait an additional signal cycle. In 2040 that number grows to one to six vehicles, and includes the intersection of St. James Road/NE Minnehaha Street during the evening peak hour.

Opportunities and Constraints

The corridor is a critical north-south connection in the city and utilized by many different types of travelers and modes, for different trip purposes along a range of land use contexts. Each segment has unique opportunities and constraints, including:

- **Segment 1 - Fourth Plain Blvd to Fort Vancouver Way:** Two major intersections with east-west connections and transit access, but conflict points are numerous with many driveways and poor sightlines.
- **Segment 2 - Fort Vancouver Way to Petticoat Lane:** Important connections to trails and other Complete Streets projects, but the NE 33rd Street slip lane and SR-500 interchange create many higher speed conflict points and long distances between crossings.
- **Segments 3 and 4 - Petticoat Lane to NE Minnehaha Street:** One-way traffic flow creates opportunities for conflict reductions between user types and increased visibility, but there are many driveways and there lacks consistent on street mobility lane protection.
- **Segment 5 – NE Minnehaha Street to NE 68th Street:** Connection to a trail and vacant parcel develop opportunity, but higher freight traffic, railroad crossing and transition to County facility.

Community Engagement

The Community Engagement Plan (CEP) outlines Project engagement by identifying outreach strategies and tools by Project Phase, with intent to meaningfully involve the community throughout the planning process. The CEP is a living and working document that will be revised as needed to adapt to emerging Project needs as the planning process unfolds. The CEP has three main goals to inform and involve the public throughout the Project:

- **Goal 1:** Build community awareness and shared understanding of project needs, ways to participate, and a variety of design strategies that can be used to address safety issues.
- **Goal 2:** Enable well informed participation from historically disadvantaged communities to provide input on the Project.
- **Goal 3:** Gather and use public input during the decision process, maintaining transparency at each step.

Phase 1 Engagement

The first phase of community engagement included the creation of a [project webpage](#) on BeHeard, development of an online survey in English, Spanish, and Russian, and email updates for those interested in learning more about the project. The Project Team also reached out to schools, Neighborhood Associations, businesses and faith institutions near and along the corridor to hear about their experiences and concerns. An in-person open house was also held in conjunction with the [Upper Main Street Safety and Mobility Project](#) on April 17, 2023 at Discovery Middle School to hear from community members in the area about their uses and needs on the corridor. A summary report of the early community feedback is underway and will be shared with the public and Transportation and Mobility Commission later this summer.

Phase 2 Engagement

The second phase of community engagement will seek feedback on potential design elements and options for different segments and intersections on the corridor. This phase of engagement will include the sharing out information on how these design elements and options will be evaluated in the planning process and developed into short- and long-term recommendations. Planned outreach activities include community conversations, partner interviews, another online survey, email updates, tabling events this summer on the corridor and across the city as well as continued engagement with the Transportation and Mobility Commission.

Next Steps

Over the next several months, the Project Team will be working with the community, Transportation and Mobility Commission and other stakeholders to develop and evaluate potential design options and elements to improve safety and mobility on the corridor. The Project Team will have a design workshop with the Transportation and Mobility Commission this Fall and a recommendation hearing this Winter.

Emily Benoit, Senior Transportation Planner, Community Development, 360-487-7944,
Emily.Benoit@cityofvancouver.us



CITY OF
Vancouver
WASHINGTON

St Johns-St James Safety Project

Transportation and Mobility
Commission Workshop

Emily Benoit

Senior Transportation Planner

Community Development Department

June 4, 2024

Project Timeline



We are finishing Phase 1 and starting Phase 2.
We expect Phase 3 to start in the Fall.



Existing Conditions

Corridor Segments and Land Uses

- Primarily commercial and higher density residential, with surrounding low- and medium-density residential neighborhoods.
- Designated as a Pedestrian Corridor and has trail connections.
- Freight corridor at the northern end and industrial uses north of the project area.
- Several affordable housing developments constructed and planned in the project area.



Existing Conditions: Collision History

Pedestrian and Bicycle

- **Eight** collisions between vehicles and people walking (five) and biking (three).
 - Greater density of collisions near NE 33rd Street and NE 44th Street
 - Three were in a marked crosswalk and one was in an unmarked crosswalk
 - One fatal collision at Fourth Plain Blvd and Fort Vancouver Way

Vehicle

- **39** vehicle collisions
 - Greater density of collisions at major intersections
 - Fewer collisions south of SR-500
 - Most serious injury collisions occurred in the northern part of the corridor



Existing Conditions: Pedestrians

Sidewalks and Pedestrian Level of Traffic Stress (P-LTS)

- The south corridor is more comfortable with the most sidewalks, fewer and narrower lanes, and slower speeds.
- The corridor over SR-500 was downgraded due to high vehicle turning movement conflicts and long crossing distances over highways ramps.
- The north corridor has sidewalk gaps, high speeds and most sidewalks are less than 6-feet wide.



Existing Conditions: Bicycle + Small Mobility

Mobility Lanes and Bicycle Level of Traffic Stress (B-LTS)

Existing Facilities

Conventional striped mobility lanes varying from 4-6 feet.

Planned Facilities

Expand protected connection to Fourth Plain Blvd, NE 49th Street, NE 54th Street and Minnehaha Street.

- The B-LTS along the corridor ranges from 2 to 4, with 1 (best) to 4 (worst).
- The north corridor has higher B-LTS of 3 and 4, as there are more and wider lanes, and more and faster moving vehicles.



Existing Conditions: Transit

Transit Service and Ridership

Fixed-Routes

- #6 Fruit Valley/Grand
- #25 St. Johns
- The Vine (Green) on Fourth Plain

Boardings

- Greatest number on weekdays: 6 NB at Fort Vancouver Way/St. Johns Blvd and 10 SB at St. James Road/52nd Street
- Weekday boardings are considerably higher than weekend boardings for all stops.



Existing Conditions: Roadway

- **Striping:** two to four lanes, ranging from 11ft to 21ft wide
- **Pavement:** conditions range from 1 (good) to 5 (poor), St. Johns Road to be repaved
- **Crosswalks:** multiple in each segment with varying conditions
- **Driveways:** many with higher concentration in the south and middle of the corridor

Segment: Roads	Lanes	Parking
1: Fourth Plain to Fort Vancouver	1 NB, 1 SB, center turn lane	Yes/No
2: Fort Vancouver to Petticoat	2 NB, 2 SB, center turn lane	No
3: Petticoat to 49 th	2 NB, 2 SB, turn pockets	Yes
4: 49 th to Minnehaha	2 NB, 2 SB, turn pockets	Yes
5: Minnehaha to 68 th	2 NB, 2 SB, turn pockets	Yes/No



Existing Conditions: Traffic Analysis

Speeds, Volume and Counts

Segment: Roads	Posted Speed	Average Speed	Range of Trips
1: Fourth Plain to Fort Vancouver	25-30 mph	34 mph	3600 - 9600
2: Fort Vancouver to Petticoat	30-35 mph	34 mph	5000 - 6400
3: Petticoat to 49 th	35 mph	44 mph	9500 - 9600
4: 49 th to Minnehaha	35 mph	39 mph	8000 - 8400
5: Minnehaha to 68 th	40 mph	42 mph	6000 - 8200

- More people are walking than traveling by bicycle or small mobility device at intersections.
- Greatest number of bicyclists, small mobility users and pedestrians combined are at Petticoat Lane, at midday (11AM to 1PM), due to proximity to the Burnt Bridge Creek Trail.
- Greatest number of pedestrians only are at St. Johns Road/NE 49th Street.



Current Level of Service

Existing Conditions

When driving on the corridor, most intersections:

- Don't experience delay during morning and evening peak hours.
- Don't have cars wait more than a light cycle to proceed.



Future Level of Service

Future Years 2028 and 2040

Compared to the Existing Conditions:

- Majority of intersections operate at **acceptable levels of service** for cars in the morning and evening peak hours.
- Most intersections have **available storage capacity** to travel through intersections during a light cycle.



Opportunities and Constraints

The corridor is a critical connection and utilized by many different types of travelers and modes. There are a variety of trip purposes along a range of land use contexts.

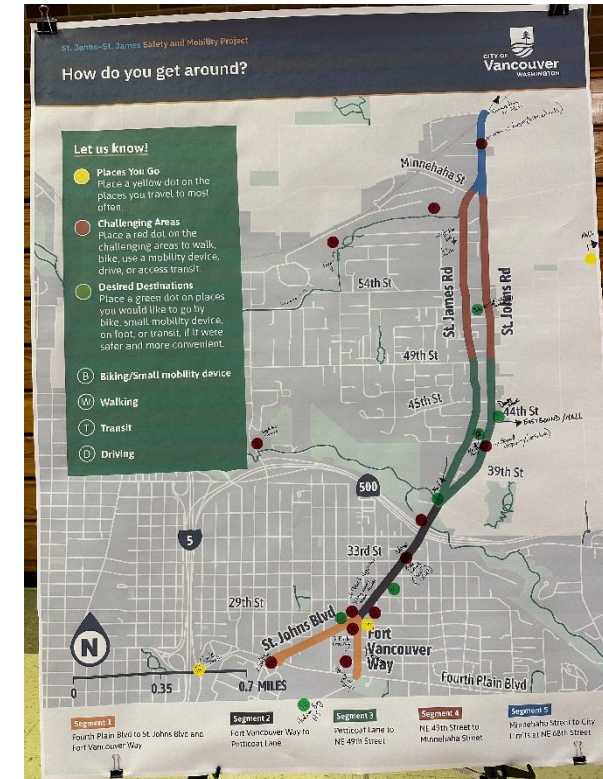
Segment: Roads	Opportunities	Constraints
1: Fourth Plain to Fort Vancouver	Intersections of Fort Vancouver Way/St. Johns Blvd and St. Johns Road/Fourth Plain Blvd	Multiple off-set intersections and many driveways increase conflict points and poor sightlines
2: Fort Vancouver to Petticoat	Connections to other Complete Streets projects and trails	Slip lane at E 33 rd Street and interchange bridge over SR-500
3: Petticoat to 49 th 4: 49 th to Minnehaha	Implement countermeasures identified, increase visibility, one-way traffic conflict reductions	Many driveways makes it difficult for continuous protection
5: Minnehaha to 68 th	Future trail connection and users, vacant parcel repurposing	Railroad crossing, freight traffic, County facility transition



Community Engagement: Phase 1

Communication and Activities

- **BeHeard** Project Webpage
- **Online Survey** in English, Spanish and Russian
- **In-person Open House** at Discovery Middle School on April 17, 2023
- Project **Update Email** to Listerv
- **Outreach** to Schools, Neighborhood Associations, Businesses and Faith Institutions



Community Engagement: Phase 2

Planned Next Steps

1. Share proposed design elements and options
2. Share information on the evaluation process, short versus long term recommendations
3. Solicit feedback from the public, stakeholders and partners

Expected Outreach Activities

- Community Conversations
- Partner Interviews
- Online Surveys on BeHeard
- Project Update Email
- Tabling Events
- Transportation and Mobility Commission





Next Steps

- Community Engagement Phase 1 Summary Report
- Internal and External Design Opportunities Discussions
- Design Options Development and Evaluation
- Design Workshop in Fall with Transportation and Mobility Commission





QUESTIONS

www.beheardvancouver.org/sj-sj

vancouvermoves@cityofvancouver.us

emily.benoit@cityofvancouver.us | 360-487-7944





MEMORANDUM

DATE: May 31, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Maggie Derk, Senior Transportation Planner, and Laurel Priest Associate Transportation Planner, Community Development Department

RE: **Upper Main Street Revised Design Concepts and Phase 2 Engagement Updates**

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Lopossa, Streets and Transportation Manager, Public Works Department

Meeting Purpose

At the June 4th Transportation and Mobility Commission (TMC) meeting, the Upper Main Street project team will present findings from the second phase of engagement, and request feedback on refined design concepts for the corridor. This presentation is the fifth with the TMC on this project; the previous presentations were in August and October of 2023, and March and April 2024.

Introduction

The Upper Main Street Safety and Mobility Project is exploring how to improve safety and mobility on Main Street between E Fourth Plain Boulevard and the northern city limits (just S of NE Minnehaha / 63rd Street). This project is being completed in coordination with planned pavement preservation work scheduled for 2025, and the [C-TRAN Highway 99 Bus Rapid Transit Project](#).

The goals of this project are to:

- Improve pedestrian safety by adding/upgrading crossings and filling sidewalk gaps that improve connections to transit.
- Improve bike and small mobility connectivity by addressing network gaps and connecting to regional trails.
- Explore transit speed and reliability treatments and improve transit stop access in anticipation for C-TRAN's Highway 99 BRT project.

Phase 2 Engagement Summary

The project team completed the second round of public engagement at the end of April 2024. A community survey—available in English and Spanish from March 27 through April 17, 2024—was used to gather public feedback on the draft design concepts and received **192 responses**. Additionally, the project team hosted **a joint in-person open house event** with the St. Johns-St. James Safety and Mobility Project on April 17, 2024 at Discovery Middle School. The project team promoted the survey and open house event and gathered additional input through:

- **Direct emails to 48 stakeholders** through which the project team shared the flyer, survey link, and an event invite to the community open house.
- **Two email updates** to the opt-in project listserv on March 27th and April 10th with 272 total successful deliveries.
- An updated **BeHeard page**, which received 740 total visits during Phase 2.
- **A business canvassing effort** along the corridor, during which the team dropped off bilingual project flyers (English and Spanish) at 28 local businesses and community destinations.
- **A canvassing effort targeted at multifamily residences** along the corridor, during which the team dropped off bilingual project flyers (English and Spanish) at four multifamily properties.
- **Digital distribution of a bilingual flyer through the Vancouver School District's PeachJar system.** This flyer was sent to Franklin Elementary, Discovery Middle, Hough Elementary, Lincoln Elementary, and Vancouver School of Arts and Academics families, generating over 1,639 impressions and 80 views.
- A short description in the **Vancouver Connects monthly newsletter** with 4,391 successful opens on April 9, 2024.
- A message in the **Office of Neighborhood's Weekly email newsletter** that reached 1,024 subscribers on April 5, 2024.
- An update in **City Currents, an internal email for City of Vancouver Staff**, on April 10, 2024, that had 888 successful opens.
- **Six posts to the City's social media channels** promoting the project survey, which garnered 17,340 impressions and 149 clicks.

- **Seven posts to the City’s social media channels** highlighting the Community Open House joint event with St Johns – St Janes Safety and Mobility Project that garnered 20,104 impressions and 15 clicks.
- **An email/text notification to C-TRAN’s Route 31 and Route 71** subscribers that reached approximately 1,200 recipients.
- **Five posts to the C-TRAN’s social media channels** promoting the project survey and Community Open House event.

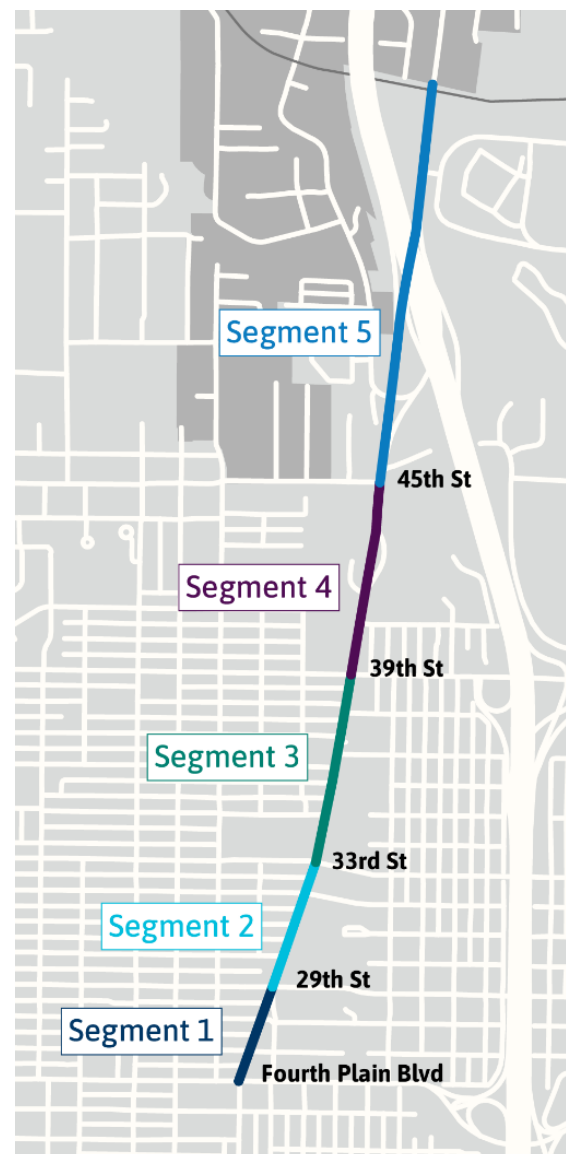
Overall, there was general support for investing in safety to improve access to area schools, local businesses, and transit stops along Upper Main Street but some people expressed concern about the proposed design concepts causing congestion for vehicles on the corridor. Specific feedback about the proposed recommendations are summarized in the following sections.

Design Concepts

The roadway width, street design, and adjacent land uses vary along Upper Main Street. The Project team broke the project area into five segments to understand what treatments would be appropriate corridor-wide, and what would need to be tailored to match the context of the roadway. These five segments are:

- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

The preliminary design concepts presented to the TMC in April 2024 have been updated in response to community input, feedback from the TMC, and additional technical analysis. The following sections summarize the input received and the updated design concepts. To view the original proposals, see the TMC April Memo (attached).



Corridor-wide Recommendations

Crossings

New marked crossings along Main Street will fill existing large gaps between crossings and can create a more pedestrian friendly environment. During the second round of engagement, community members were asked which of the following proposed locations they supported adding a new marked crossing on Main Street:

- 80% of respondents support a new crossing on the north side of the 31st Street intersection (across from Vancouver School of Arts & Academics).
- 71% of respondents support a new crossing on the south side of the 28th Street intersection (just north of Dairy Queen).
- 57% of respondents support a new crossing on the south side of the 35th Street intersection (just north of PeaceHealth Medical Center).
- 55% of respondents support a new crossing on the south side of the 37th Street intersection (just south of Safeway).
- 7% of respondents do not support a new crossing at any of the above locations.

Median Islands

Median islands can help slow down traffic by narrowing the roadway and improve pedestrian safety and comfort at crossings by allowing people to cross one direction of traffic at a time. Additionally, they may limit left turn vehicle movements, reducing turning conflicts. During the second round of engagement, community members were asked which of the following proposed locations they supported adding a median island on Main Street:

- 55% of respondents support a median island at the proposed 31st Street crossing.
- 53% of respondents support a median island at the proposed 28th Street crossing.
- 51% of respondents support a median island at the proposed 37th Street crossing.
- 45% of respondents support a median island at the proposed 35th Street crossing.
- 22% of respondents do not support adding a median island at any of the above locations.

Segment 1: Fourth Plain Boulevard to 29th Street

To improve pedestrian safety and comfort along Segment 1, the Project team proposed moving the existing crossing on the north side of the 29th Street intersection to the south side, removing the northbound dedicated left turn lane and adding a median island. 60% of survey respondents either support or strongly support this proposal. Some community members suggested having a crossing on both the north side and south side of the intersection. The Project team refined this proposal to:

- Keep the marked crossing and rapid flashing beacon on the north side of the intersection.
- Add a new marked crossing on the south side of the intersection.
- Replace the northbound and southbound left turn lanes with a median island that includes cut throughs for pedestrians and bike and small mobility users.
- Convert access to 29th Street as right-in and right-out.



Segments 2: 29th Street to 33rd Street & Segment 3: 33rd Street to 39th Street

For Segments 2 and 3, the Project team proposed removing one northbound (toward I-5) through lane and maintaining the dedicated left turn lanes at some intersections. Support for this proposal was mixed with 45% of survey respondents either supporting or strongly supporting this proposal and 34% of respondents opposing or strongly opposing the proposed design. Some community members want to see more investments for pedestrians and bike and small mobility users along these segments of Main Street, such as wider sidewalks or mobility lanes, but some survey respondents do not want vehicle travel lanes to be removed.

The Project team explored whether adding continuous mobility lanes along these segments of Main Street is possible, but there is not enough space in the roadway for this without removing a southbound turn lane or the dedicated left turn pockets at the 33rd and 39th Street intersections. The Project team refined this proposal to:

- Remove one northbound (toward I-5) through lane and replace it with median islands at marked crossings, a left turn lane or painted median.
- Add new marked crossings with median islands at 31st, 35th and 37th Streets.
- Narrow the existing travel lanes to 11 feet.
- Widen sidewalks in the future to reflect status as primary pedestrian corridor.



Segment 4: 39th Street to 45th Street

For Segment 4, the Project team proposed removing one northbound (toward I-5) through lane, widening the other travel lanes to accommodate buses and large trucks and adding a physically separated two-way multi-use path between 40th Street and the Discovery Trail. 61% of survey respondents either support or strongly support this proposal while 27% of survey respondents oppose or strongly oppose the proposed design. Community feedback from the survey, the April 2024 TMC workshop and the open house event on April 17th encouraged the Project team to look at alternative designs to connect bikes and small mobility users to the 39th Street bike lanes using a more direct route.

The Project team explored whether extending the multi-use path or adding mobility lanes on Main Street between 39th and 40th Streets is possible, but there is not enough space in the roadway for this without removing a southbound through lane or the dedicated left turn pockets at the 39th Street intersections. Based on traffic modeling and analysis, these options would result in C-TRAN's new bus rapid transit service getting stuck in traffic congestion. Within the proposed cross section, there is potential feasibility for adding one narrow mobility lane between 39th and 40th with impacts to the intersection and signals that the Project Team is still exploring. The Project team developed two refined proposals:

Option A includes:

- Remove one northbound travel lane (toward I-5).
- Widen the other travel lanes to accommodate buses and large trucks.
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail.
- Add buffered mobility lanes along 40th Street between Main Street and F Street.
- Add a new marked crossing at the 40th and F Street intersection.
- Add curb extensions at the F and 39th Street intersection to deter cut-through traffic and support the future Neighborhood Greenway along F Street.
- Nearby parallel routes (protected mobility lanes on Columbia Street and the future Neighborhood Greenway on F Street) can be used to access destinations south of 40th Street.
- Add median islands, rapid flashing beacons, and marked crossings at 39th and F Street.
- Add wayfinding signage to help people navigate multi-use path connections.

Updated Proposal for Segment 4: Option A



Option B includes all the elements of Option A as well as a southbound mobility lane on the west side of Main Street between 39th and 40th Streets. This would require an exception for the southbound left turn lane at 39th Street to be nine feet wide instead of a more standard 10-foot width.

Updated Proposal for Segment 4: Option B



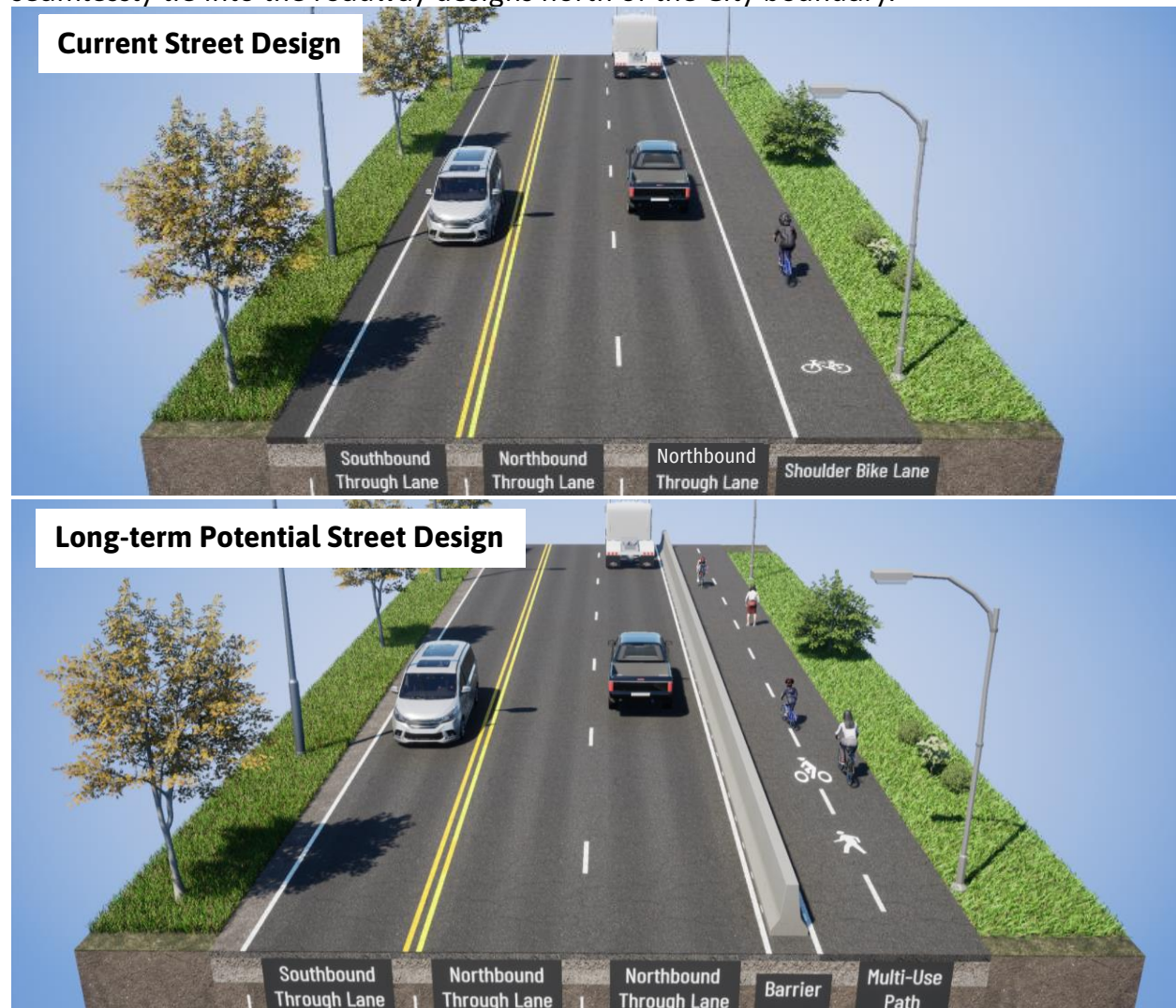
Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)

Proposed design concepts for Segment 5 were still being developed during the second phase of engagement and were not shared with the TMC in April or with the public. Segment 5 of Upper Main Street has wide vehicle travel lanes that split into northbound and southbound lanes at the I-5 interchange. The proposed design concept between 45th and the I-5 interchange include:

- Continue the separated two-way multi-use path on the east side of Main Street to the Discovery Trail.
- Improve the pavement quality of the west side bike and small mobility connection.
- Replace and improve visibility of wayfinding signage.



At NE Ross Street, the travel lanes reconnect with one southbound through lane, two northbound through lanes, and unprotected mobility lanes. Preliminary assessment of this segment shows that north of NE Ross Street, a protected multi-use path may be able to fit within the existing right of way. The number and width of the travel lanes would not need to change but this change would require travel lanes to shift west. The long-term design concept for this segment of Upper Main Street would require close coordination with Clark County on a future capital project to ensure that facilities seamlessly tie into the roadway designs north of the City boundary.



Staff contact info

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Attachment(s):

- Upper Main Street TMC Project Memo – April 2024
- Upper Main Street Phase 2 Engagement Summary



MEMORANDUM

DATE: March 21, 2024

TO: Chair Ramos and Transportation and Mobility Commission members

FROM: Maggie Derk, Senior Transportation Planner, and Laurel Priest Associate Transportation Planner, Community Development Department

RE: **Upper Main Street Design Concept Updates**

CC: Rebecca Kennedy, Deputy Director, Community Development Department; Kate Drennan, Transportation Planning Manager, Community Development Department; Ryan Lopossa, Streets and Transportation Manager, Public Works Department

Meeting Purpose

At the April 2nd Transportation and Mobility Commission (TMC) meeting, the Upper Main Street project team will present and request feedback on preliminary design concepts for the corridor. This presentation is the fourth with the TMC on this project; the previous presentations were in August 2023, October 2023, and March 2024.

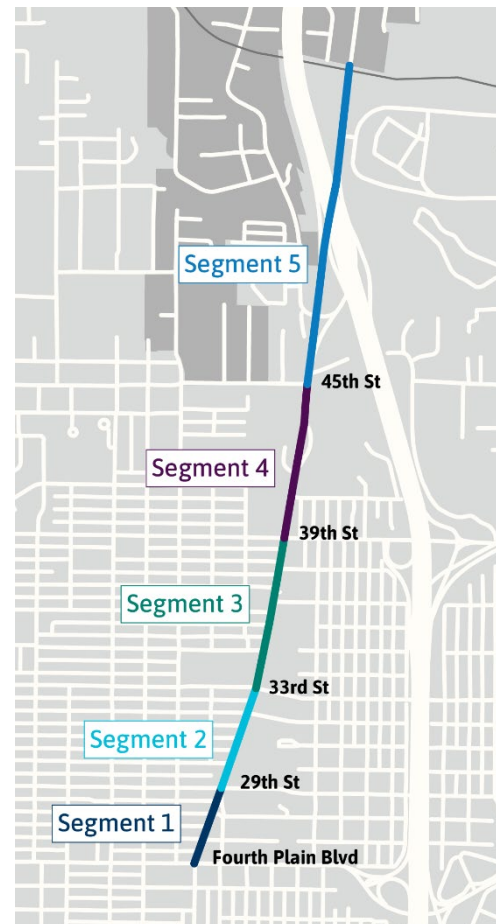
Design Concepts

The Upper Main Street Safety and Mobility Project is exploring how to improve safety and mobility on Main Street between E Fourth Plain Boulevard and the northern city limits (just S of NE Minnehaha / 63rd Street). This project is being completed in coordination with planned pavement preservation work scheduled for 2025, and the [C-TRAN Highway 99 Bus Rapid Transit Project](#).

Informed by community input and existing conditions analysis, the Project team has drafted some early design concepts to improve safety and mobility along Upper Main Street and address the issues we learned about during the first phase of the project.

Because the roadway width, street design, and adjacent land uses vary along Upper Main Street, the Project team broke the project area into five segments to understand what treatments would be appropriate corridor-wide, and what would need to be tailored to match the context of the roadway. These five segments are:

- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)



Corridor-wide Recommendations

Crossings

According to [Vancouver's Pedestrian Crossing Policy](#), desired spacing of marked and enhanced crossings along Upper Main Street should be approximately every three blocks or 800 feet.

Sections of the project area that exceed this crossing spacing standard are between 29th and 33rd Streets and 33rd and 37th Street. This is supported by community feedback, which emphasized the need for more crossings along Upper Main Street. To fill the existing crossing gaps, the Project team recommends adding new marked crossings at:

- South side of 28th Street intersection (just north of Dairy Queen)
- North side of 31st Street intersection (across from Vancouver School of Arts & Academics)
- South side of 35th Street intersection (just north of PeaceHealth Medical Center)
- South side of 37th Street intersection (just south of Safeway) *Note: This would not replace the existing crosswalk on the north side of this intersection.*

Median Islands

Along most of Upper Main Street people walking and rolling have to cross multiple lanes of traffic in both directions to cross the street. Key findings from the first round of community engagement indicate people do not feel safe using some of the existing crossings along Upper Main Street and would like to see safety enhancements at these locations. Median islands allow people to cross one direction of traffic at a time, and may require a reduction in the number of vehicle travel lanes in some areas, though

impacts on traffic flows will be minimal. To improve crossing safety, the Project team recommends adding medians islands at the:

- Proposed 28th Street crossing (just north of Dairy Queen)
- Proposed 31st Street crossing (across from Vancouver School of Arts & Academics)
- Proposed 35th Street crossing (just north of PeaceHealth Medical Center)
- Existing and proposed 37th Street crossings (just south of Safeway)

Bus and turn lanes

[Vancouver's Transportation System Plan](#) identifies Upper Main Street as an Enhanced Transit Corridor, meaning the City will prioritize transit along this roadway. C-TRAN is developing a new bus rapid transit service, known as The Vine on Highway 99, which will serve Clark County's Highway 99 and Vancouver's Main Street, Broadway and Washington corridors. Business Access and Transit (BAT) lanes (also known as bus and turn lanes) allow buses to bypass congestion and continue straight through an intersection. People driving can still use this lane to make right turns at intersections or into driveways. The Project team will work closely with C-TRAN to understand where BAT lanes maybe beneficial without significantly impacting traffic flows.

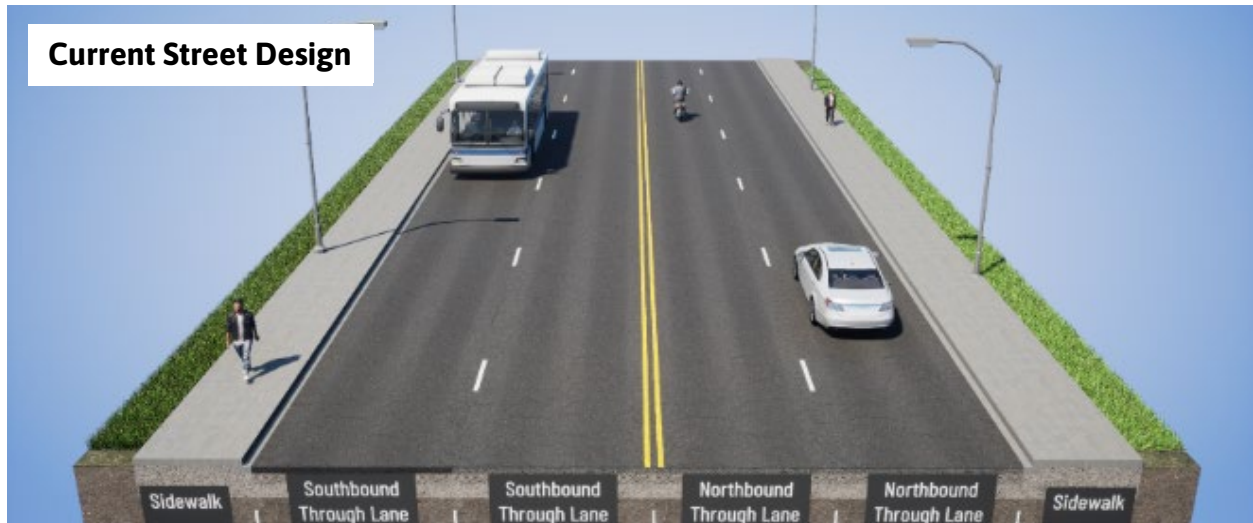
Segment 1: Fourth Plain Boulevard to 29th Street

Segment 1 has one through travel lane in each direction with a dedicated left turn lane at some intersections and wider sidewalks than much of Upper Main Street. From the first round of public engagement, the Project learned that people do not feel safe using the existing crossing at 29th Street due to poor visibility and speeding traffic. To improve pedestrian safety and comfort, the Project team recommends moving the existing crossing on the north side of the 29th Street intersection to the south side, removing the northbound dedicated left turn lane and adding a median island.

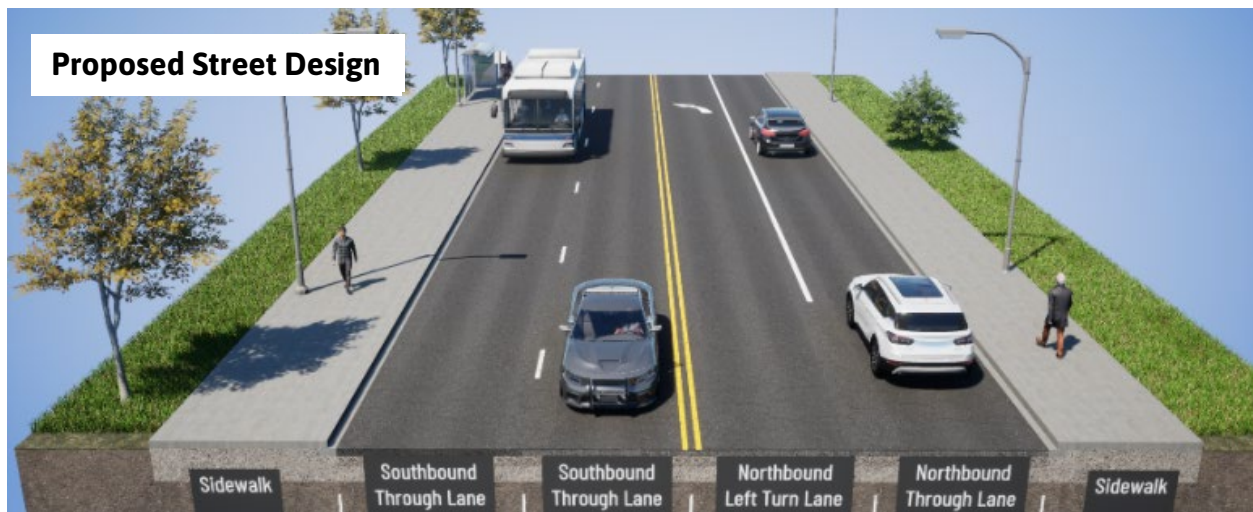


Segments 2 & 3: 29th Street to 39th Street

Segments 2 and 3 of Upper Main Street have similar roadway characteristics including two through travel lanes in each direction with a dedicated left turn lane at some intersections. Currently, people do not feel safe walking or rolling along or across these segments of Main Street.



The proposed street design would remove one northbound (toward I-5) through lane but maintain the dedicated left turn lane at some intersections. This would reduce the number of travel lanes pedestrians need to cross and provide space for adding median islands at some crossings or widening sidewalks in the future.



Segment 4: 39th Street to 45th Street

Segments 4 of Upper Main Street has two travel lanes in each direction with a two-way center left turn lane. The current travel lanes are too narrow to fit buses and large trucks, creating safety issues and contributing to traffic congestion. The TSP calls for protected mobility lanes along Main Street between 39th Street and the Discovery Trail but there is currently no comfortable connection for people biking or using small mobility devices.

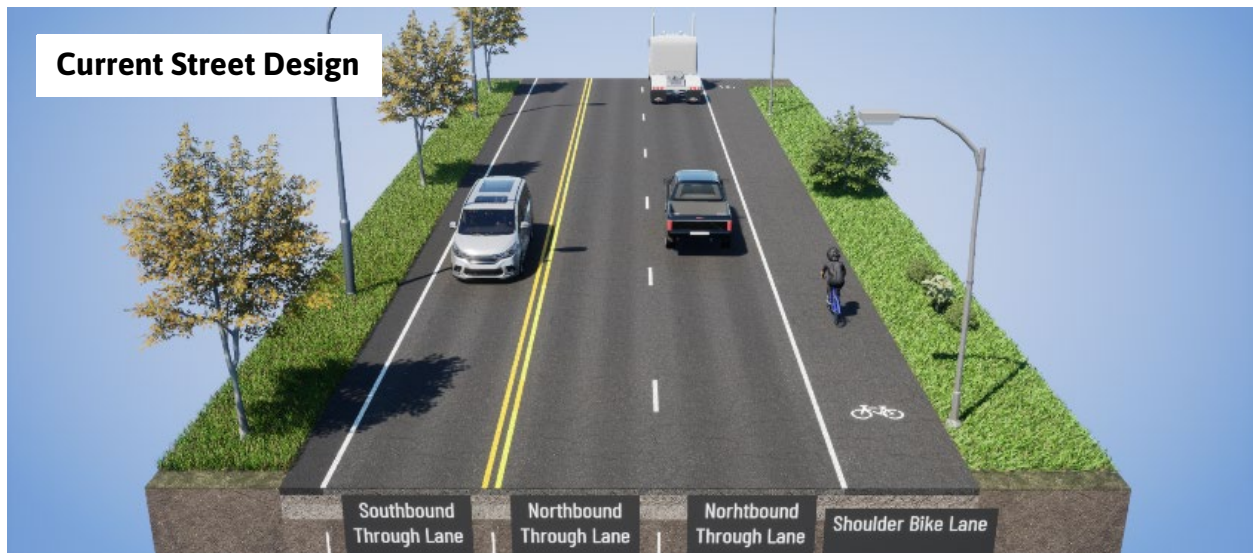


The proposed street design would remove one northbound (toward I-5) through lane and maintain the dedicated left turn lane. This would provide space for widening the other travel lanes to accommodate buses and large trucks and adding a physically separated two-way multi-use path between 40th Street and the Discovery Trail. While this new multi-use path would not extend to 39th Street in the near-term due to limited space at this intersection, this could be completed in the future. Wayfinding signage would also be added to help people navigate these multi-use path connections.



Segment 5: 45th Street to City Limits (just south of NE 63rd Street / Minnehaha Street)

Segment 5 of Upper Main Street has wide vehicle travel lanes that split into northbound and southbound lanes at the I-5 interchange. At NE Ross Street, these lanes reconnect with one southbound through lane, two northbound through lanes, and unprotected mobility lanes. The Project team has not yet finalized the design concept for this segment of Upper Main Street but is working closely with Clark County to ensure there is a consistent and comfortable mobility lane treatment.



Staff contact info

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Attachment(s):

None

Vancouver Upper Main Street Engagement Summary Milestone 2

DRAFT

May 2024

Project and Engagement Strategy

The Upper Main Street Safety and Mobility Project will study opportunities to create safety and mobility improvements along the Main Street corridor between Fourth Plain Boulevard and the northern city limit (just south of NE 63rd Street / Minnehaha Street). It will also increase safe connections between existing and planned facilities on Columbia and F Streets and new transit stations and other key destinations.

The project team identified a set of engagement goals that we have used to inform our engagement approach during each phase of the project:

- Build community awareness and a shared understanding of the project's needs and how to participate.
- Enable well-informed participation from historically underrepresented communities to give feedback on the project.
- Leverage guidance and expertise from agency partners and commissions.
- Gather and use public input during the decision process, maintaining transparency at each step.

The first phase of outreach and engagement occurred in January and February of 2024, during which time the project team identified community values and desired improvements along the Upper Main Street corridor through an online survey, interactive map, business canvassing and conversations with community groups along the corridor. A full summary of engagement phase 1 is available on [project website](#). Considering what we learned from the first phase of engagement, the Project team developed a series of proposed design improvements for the corridor. The Project team conducted a second phase of outreach and engagement in March, April and May of 2024 to gauge community member support for these proposed improvements. This document summarizes the phase 2 outreach and engagement activities and what we heard from the community.

Feedback Summary – Community Survey & Open House

The project team developed an online community survey and hosted an in-person community open house event to gain feedback on a set of potential concepts and design

options for transportation improvements along Upper Main Street. The project team met with several community groups during this phase of engagement as well.

Through these outreach and engagement activities, community members shared the following feedback, suggestions, and insights on the proposed design concepts.

Corridor-Wide Feedback

- There is support for the expansion and improvement of the pedestrian and bike and small mobility networks.
- There is support for investing in safety improvements to improve access to area schools, local businesses, and transit stops along Upper Main Street.
- There is concern that the proposed design concepts might cause congestion for vehicles on the corridor.
- Routing bicycles off Main Street and onto F Street and the area surrounding 39th Street was not ideal for access or connectivity.

Location-Specific Feedback

- The timing of the pedestrian signal at Fourth Plain Boulevard & Main Street is too slow.
- There is support for adding a median island at 29th Street and Main Street.
- The city should install clear signage and roadway markings for lane merging where the left lane ends at 31st and Main Street (southbound) in advance of the bus stop at 30th Street and proposed upgrades at the 29th Street and Main Street crossing.
- Community members expressed interest in curb ramp upgrades at the Vancouver School of Arts and Academics to accommodate bikes and small mobility access.
- There is enthusiasm for installing a flashing beacon at 33rd Street crossing to improve safety and visibility for bikes and pedestrians.
- Community members would like to see improvement to the pedestrian activated signal and bike crossings at 37th Street.
- A new crossing at 38th Street would help people on foot avoid crossing the busy Main Street and 39th Street intersection.
- There is concern about the feasibility of locating the north-south bike crossing of 39th Street at F Street because traffic often backs up at the Main Street and 39th Street intersection and blocks the mid-block crosswalk.

- Participants would like to see improvements to the crossing and curb ramps at 45th Street to improve the connection to the Discovery Trail.

More detailed findings from the community survey and open house event are summarized below.

Community Survey

For engagement phase 2 the project team developed a community survey proposing improvements and addressing the opportunities, constraints, and issues identified during the first phase of the project. The survey was live from March 27 through April 17, 2024, and received 192 total responses.

Who We Heard From

- 17% of people responding to the survey are 65 and older, 47% are 40-64 years old, 35% are between 18-39, and 1% are under 18.
- 12% of respondents were of Hispanic or Latino descent.
- 2% of respondents spoke mostly Spanish at home.
- 20% of respondents experience a disability.
- 4 people responded in Spanish or spoke Spanish as their primary language in the home.
- 2 neighborhood associations (Arnada, Lincoln)
- 1 community group (Cycle Vancouver)

Demographic results and open-ended survey responses can be found in Appendix A.

Key Findings

Corridor-Wide

- The locations where community members expressed the greatest support for adding a new marked crosswalk on Upper Main Street are at the north side of the 31st Street intersection (80% of respondents) and the south side of 29th Street (71% of respondents).
- Over half of the respondents supported adding median islands to the proposed 31st Street crossing (55% of respondents), the proposed 28th Street crossing (53% of respondents), and the existing and proposed 37th Street crossings (51% of respondents). 22% of the respondents reported that they did not support any of the proposed locations.

Segment-Specific

- The improvements that received the most support are those proposed in Segment 1 and Segment 4.
- In Segment 1, 60% of respondents either support or strongly support moving the existing 29th Street crossing to the south side of the intersection and adding a median island.
- In Segment 4, 60% of respondents either support or strongly support the proposed street design concept.
- There was mixed support for the proposed street design concepts for Segments 2 and 3, with 45% of respondents either strongly supporting or “supporting” and 34% of respondents either strongly opposing or opposing the proposed design.

Topic-specific feedback is reflected below. Comments we received from survey respondents are italicized.

Bicycle / Small Mobility Recommendations

Respondents support investment in bike and pedestrian facilities and improving access to area schools and transit stops along Upper Main Street. However, some respondents expressed concerns that the proposed recommendations would not significantly improve the bike and small mobility network or access to Main Street businesses.

Respondents encouraged the project team to explore how to improve connections to existing bike facilities in the area, particularly on 39th Street. Many felt that routing bicycles off Main Street and onto F Street and the area surrounding 39th Street was not ideal for access or connectivity.

- *“I would love to have a protected bike lane along Main St.”*
- *“We need to find a way to extend the active mobility lanes to 39th right away...39th is an important east west bike corridor. Additionally, mobility lanes should truly exist all the way down to 33rd St, which is a crucial east west corridor for mobility users.”*

Pedestrian Recommendations

Respondents support investment in the pedestrian network and encourage the project team to do more to improve sidewalks, crossings, and pedestrian connections.

- *“Basically, any sidewalk space that is added would be a major improvement. [I] see a lot of people walking on the side of the road because there is no sidewalk.”*

Vehicle Recommendations

Some respondents shared reservations about how the proposed design concepts and reconfiguration of Main Street might cause congestion for vehicles on the corridor.

Concerns about traffic impacts in the area focused on access to local businesses and cut-through traffic diverting into nearby neighborhoods.

- *“Please don’t remove vehicle lanes... There are businesses I often visit in the areas outlined and if I feel like it would increase my travel time [so that] I will stop visiting them.”*
- *“Reducing the number of lanes will funnel more traffic into the neighborhoods (Washington St and Columbia) and create even more cars racing through the neighborhood.”*

Safety

Respondents continue to affirm that safety on Main Street is a priority. They shared their support for slower vehicle speeds to achieve that goal and emphasized the importance of investing in safe access to schools on the corridor.

- *“We need all cars traveling at slower speeds in all parts of the city if we want to grow and have a happy and healthy population.”*
- *“I’m most concerned with pedestrian safety, as VSAA supports 7 grades of students, and many students walk to school.”*
- *“I worry most about student/pedestrian safety at VSAA and Discovery MS. Some of the students walk/bike to and from both schools... The crossings at F and Fourth Plain are extremely dangerous due to sidewalks being so close to lanes without shoulders.”*

In general, those who participated in the survey were passionate about making improvements to the corridor and expressed enthusiasm about the process. Long-time neighbors shared their general support of the project.

- *“I have lived in this neighborhood on and off for 30 years and I am very pleased these issues are finally being addressed.”*

More information on the open-ended survey question can be found in Appendix A.

Community Open House

The team provided community members with an opportunity to provide feedback in person by attending a Community Open House on April 17, 2024, at Discovery Middle School. During which, they engaged with 15 attendees.

Community members who attended this open house visited six different stations, each of which had boards with information about the proposed recommendations of Upper Main Street. Attendees were asked to share their level of support for specific project investments and share additional feedback. Most of the attendees that provided additional feedback supported future investment in bike and pedestrian facilities and improving safe access to area schools and transit.

Key Findings

- Respondents supported putting new marked crossings at 37th Street and 38th Street, coordinating crosswalks to improve access to C-TRAN stops.
- Respondents supported adding a median island to improve crossing safety at 37th Street.
- When asked about adding Business Access and Transit Lanes (BAT) along Upper Main Street, respondents commented that there is a lack of bike lanes, and the sidewalks are very narrow.
- There was mixed support for the project team's recommended improvements for Segments 2 and 3.

Comments received for each of the segments are available in Appendix B.

Other Engagement Activities

In addition to the online community survey and community open house, the project team provided opportunities for members of the public and other stakeholders to provide feedback about the project, including participating in community conversations, attending a presentation to the Transportation and Mobility Commission (TMC), and design refinement workshops with City staff about updates on the project.

A Title VI Summary outlining engagement activities for Phase 1 and Phase 2 of this project can be found in Appendix C.

Community Conversations

The project team has been engaging in a series of “community conversations” with members of the public. These events were focused on sharing information about the project and inviting conversation, questions, and feedback in small or medium sized groups and/or at venues preferred by the community. Usually, these were held to connect with a specific population or community group, such as an advocacy group or neighborhood association.

On April 16, the project team led a community meeting with **Cycle Vancouver** for the second time. Attendees were interested in the following:

- Lowering the speed limit along Upper Main Street to 25 miles per hour.
- Lowering the speed limit north of the I-5 interchange.
- Consider a bus only lane along the Broadway slip lane.
- Adding a concrete barrier for facilities along Segment 5.
- The timing of the implementation of the F Street neighborhood greenway.

On May 9, City staff met with the **Arnada Neighborhood Association** for the second time. Attendees asked about upgrades to the existing flashing beacon at the 29th Street intersection.

On May 21, City staff met with the **Lincoln Neighborhood Association** for the first time. Attendees shared their insights and concerns with the Project team, including:

- What is the expected delay resulting from the lane reduction on Main Street and increased bus service on the corridor?
- Community members reflected on how the experience of driving and walking on Main Street changes from the Uptown area located south of Fourth Plain, and the Upper Main project area north of Fourth Plain where the street “feels like a highway.”
- Community members expressed their support for the project if it makes Main Street a more pedestrian friendly space.
- Community members shared that north of 39th Street it is uncomfortable to walk or bike on Main Street as vehicles increase their speed as they approach the I-5 on-ramp.

TMC Workshop & Public Comment

Project staff brought the project to the Transportation and Mobility Commission (TMC) on April 2, 2024, for the third time. During this presentation, the team updated the TMC on results from the existing conditions analysis, feedback from the first phase of engagement, and presented a high-level review of the design concepts. The project team encouraged TMC members to follow up with City staff directly, attend the Open House, and/or complete the survey. The TMC shared feedback about the project and suggested design options to explore further:

- Interest in including a crossing and median at 40th Street to preserve access to the 40th Street C-TRAN bus stops.
- Discussion of marked crossings on both the north and south sides of 29th Street and Main Street intersection, rather than moving the crossing to the south side of the intersection.
- A southbound Business Access and Transit lane (known as BAT lane or bus and turn lane) is proposed in the design options, why isn't a northbound BAT lane proposed?
- Commissioners shared concerns about median islands and how they can provide benefits for vulnerable road users. They expressed concern that pedestrians may feel marooned in the middle of street if a signal cycle ends before they finish crossing the street.
- Commissioners shared that the crossing of 39th Street on F street is not good for bikes currently and expressed support for making “neighborhood greenway” investments on F Street soon.
- Recommendations from the commission also included improving wayfinding for bikes / small mobility, improving the crossing for bikes / small mobility and pedestrians at Main and Ross Street intersection at the northern end of the project area.

TMC Meeting Public Comment:

- Four community members provided public comment at the April TMC meeting. These people echoed the opinions of the Commission, including their interest in extending bike/small mobility lanes from 40th to 39th or 33rd Streets to connect to the existing bike/small mobility network, and their concerns about navigating the crossing at F Street and 39th Street.

Notification Efforts

The project team used several approaches to inform stakeholders and community partners about the community survey and opportunities to participate in this project. Canvassing flyers distributed during engagement phase 2 included information explaining how to take the survey and an invitation to join us at the open house event on April 17. These efforts included:

- Direct stakeholder outreach via email to 48 stakeholders through which the project team shared the flyer, survey link, and an event invite to the community open house. Stakeholders included neighborhood association leaders, school administrators, small business owners, and partner agencies and organizations like C-TRAN, Vancouver Housing Authority, and Latino Community Resource Group.
- Two email updates to the project listserv on March 27th and April 10th with 272 total successful deliveries.
- An updated BeHeard page, which received 740 total visits during Phase 2.
- A business canvassing effort along the corridor, during which the team dropped off bilingual project flyers (English and Spanish) at 28 local businesses and community destinations.
- A canvassing effort targeted at multifamily residences along the corridor on April 9 during which the team dropped off approximately 200 bilingual (English and Spanish) project flyers at four multifamily properties.
- Digital distribution of a bilingual flyer through the Vancouver School District's PeachJar system. This flyer included information about the community survey and in-person open house event and was sent to Franklin Elementary, Discovery Middle, Hough Elementary, Lincoln Elementary, and Vancouver School of Arts and Academics families, generating over 1,639 impressions and 80 views.
- A description of the project, survey and event invite in the Vancouver Connects monthly newsletter with 4,391 successful opens on April 9, 2024.
- A description of the project, survey and event invite in the Office of Neighborhood's Weekly email newsletter that reached 1,024 on April 5, 2024.

- A description of the project, survey and event invite in City Currents, an internal email for City of Vancouver Staff, on April 10, 2024, that had 888 successful opens.
- Six posts to the City's social media channels promoting the project survey and open house, which garnered 17,340 impressions and 149 clicks.
- Six posts from partners highlighting the Community Open House garnered 16,113 impressions and 15 clicks.

Project flyers are attached in Appendix D.

Reflections on Engagement Phase 2

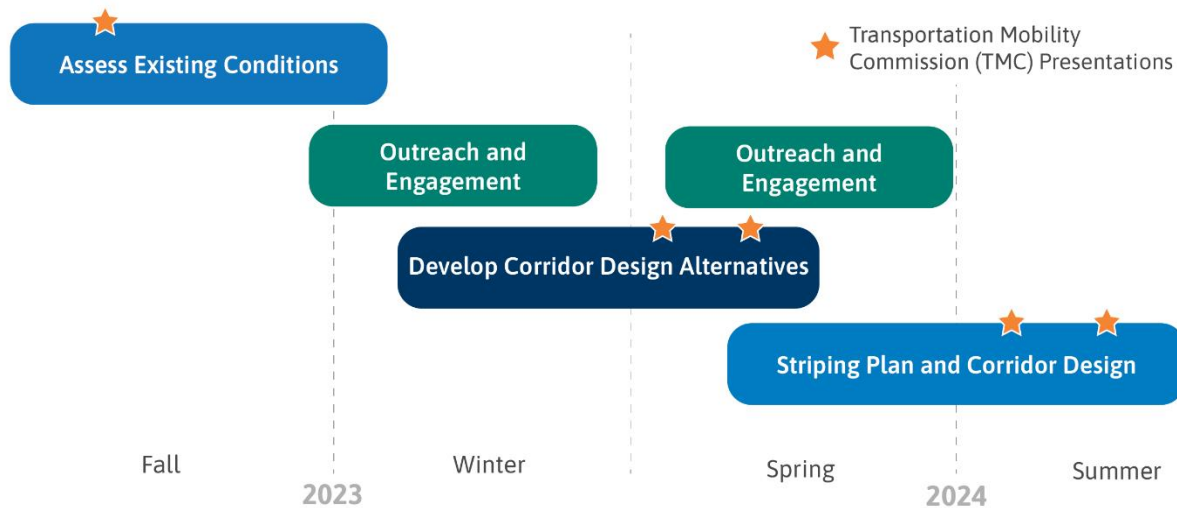
During engagement phase 2, the project team attempted to respond to community requests for more information, more exploration of alternatives that support bicycle/small mobility connections. Factors that influenced the takeaways from engagement phase 2 included:

- Highly engaged cycling activist group engaged with the project team at multiple touchpoints during this phase of engagement.
- The second phase of engagement was condensed due to budget and time constraints. The survey period was shorter than during phase 1. The survey period narrowed engagement opportunities and ability to engage with small community groups as we did in engagement phase 1.
- Community partners including C-TRAN and Vancouver Housing Authority distributed information about the survey and open house event through their social media and email channels.
- Promotion of the open house event was distributed through social media, door-to-door business canvassing, multi-family housing canvassing. The open house event was held in coordination with the St Johns / St James Safety and Mobility Project, and C-TRAN's Highway 99 VINE project.
- Open house Event was not well attended, though it was well prepared and very well staffed. Community may feel survey fatigue given the high level of projects and programs going on in the city.
- Community feedback from the survey, open house, public comment, community groups and TMC members shared many of the same concerns.

Next Steps for Community Outreach

In the next phase of this project, the team will use what they heard to refine the proposed improvements and create a preliminary Striping Plan and Corridor Design.

The refined improvements will be shared with the public through a website update and outreach via email. From there, the team will present the preferred design option to the TMC in June and again in July for a public hearing for the TMC to provide a recommendation to City leadership to inform their decision-making.



Project schedule.

To stay informed:

- Visit the project website for more information and sign up for email updates: <https://www.beheardvancouver.org/uppermain>
- Contact Maggie Derk, Senior Transportation Planner and project lead: maggie.derk@cityofvancouver.us

Appendix A: Online Survey Results

75 of the survey respondents completed the open-ended survey question: “Do you have any other comments that you’d like to share with the Upper Main Street Project team?” These responses were organized by the following categories:

- Bikes and Small Mobility (27)
- Pedestrians (18)
- Concerns about congestion (impacts to vehicles) (11)
- General Support (8)
- Concerns about vehicle speeds (5)
- School access (4)
- Transit access (1)

Note: Some responses may fall into multiple categories.

Most respondents supported investment in bike and pedestrian facilities and improving access to area schools and transit stops along Upper Main Street. Some respondents shared concerns about how the proposed design concepts and reconfiguration of Main Street might cause congestion for vehicles on the corridor. Additionally, some respondents shared their interest in improving safety on Main Street by slowing vehicle speeds.

Appendix B: Results from the Community Open House on April 17, 2024

The community open house was held at Discovery Middle School and co-hosted with the St Johns / St James Safety and Mobility and C-TRAN Highway 99 VINE BRT projects. The open house was set up with 6 engagement stations with informational poster boards for community members to respond to and annotate with post-its. Each station was staffed by a project team member to engage with community members.

Station 1: Corridor-Wide

Which locations do you support adding a new marked crossing on Main Street? (no votes received)

- South side of 28th Street intersection (north of Dairy Queen)
- North side of 31st Street intersection (across from VSAA)
- South side of 35th Street intersection (north of PeaceHealth Medical Center)
- South side of 37th Street intersection (south of Safeway)
- None of these
- Comments:
 - *"The big draw is the 37th & 38th area. Safeway, Papa Murphys, food cart, NB bus stop."*
 - *"People don't want to go south to the existing 36th St crossing and end up crossing without a signal. People want to cross around 38th to avoid traffic on 39th"*
 - *"Please coordinate walkways with the CTRAN stop."*
 - *"We avoid Main Street north of 28th or so because cars are too close."*

Which locations do you support adding a median island to improve crossing safety?

- At the proposed 28th Street crossing (north of Dairy Queen) (1)
- At the proposed 31st Street crossing (across from VSAA) (1)
- At the proposed 35th Street crossing (north of PeaceHealth Medical Center)
- At the existing & proposed 37th Street crossings (south of Safeway) (2)
- None of these
- Comments:
 - *"37th Street crossing needs better crossing so people stop."*
 - *"[median islands] can really help – gives you a place to rest and wait!"*
 - *"Please look into New Zealand's 'pedestrian refuge island' crossings – they're brilliant! Pedestrian refuges redirect walkers to face oncoming traffic"*

How supportive are you of adding Business Access and Transit (BAT) Lanes along Upper Main Street? (no votes received)

- Strongly Oppose

- Oppose
- Neutral
- Support
- Strongly Support
- Comments:
 - *"Where are the Bike Lanes?"*
 - *"Sidewalks are very narrow! Cars feel very close."*

Station 2: Segment 1 (Fourth Plain Boulevard to 29th Street)

Proposed improvements in Segment 1 include:

- Relocate the existing crossing on the north side of the 29th Street intersection to the south side to improve visibility of people using the crosswalk.
- Remove the northbound dedicated left turn lane and add a median island. This would help calm traffic and allow pedestrians to only cross one direction of traffic at a time.

Community members were asked to share their level of support for these proposed improvements in Segment 1.

How supportive are you of these changes?

- Strongly Oppose
- Oppose
- Neutral (1)
- Support (1)
- Strongly Support
- Comments:
 - *"Bike Crossing at 29th going eastbound from Columbia."*
 - *"Why not add a marked crosswalk crossing at 29th and Main?"*
 - *"Fourth Plain and Main: This crossing wait time is too long! I avoid it whenever I can."*
 - *"Do not like only one E-W Crossing. Should be four marked crosswalks."*
 - *"Traffic is heavy in this area. Not comfortable for walking. Need wider sidewalks, slower speeds."*
 - *"RE: 29th Street proposed intersection improvements: Narrow sidewalks, close to vehicle travel lane. Consider Z / zig-zag with ped refuge island."*

Station 3: Segment 2 (29th Street to 33rd Street)

Proposed improvements in Segment 2 include:

- Remove one northbound (toward I-5) through lane and keep the dedicated left turn lane at the 29th and 33rd Street intersections. This would reduce the number of travel lanes pedestrians must cross and provides space to add median islands at some crossings or widening sidewalks in the future.

Community members were asked to share their level of support for these proposed improvements in Segment 2.

How supportive are you of these changes?

- Strongly Oppose
- Oppose (1 vote)
- Neutral (1 vote)
- Support (1 vote)
- Strongly Support
- Comments:
 - *"I love the blinking light at the [cannabis] store. It feels safer to cross."*
 - *"*Oppose* Not excited about 2 lanes in each direction. One lane in each direction would be good. I bike and low traffic makes it easier. Bike lane – be nice to have! Main St – most efficient and easy route."*
 - *"VSAA and Discovery Students should have a more convenient way to move."*
 - *"Pedestrian Crossings wherever bus stops – the VINE follow the bus stop."*
 - *"Widen Sidewalks northbound."*
 - *"Good to have more crosswalks. Slows down the cars."*
 - *"36-39th pedestrian wait times are higher so people don't expect that."*
 - *"*Neutral* Eliminate left turn on 33rd. Want bus lane on northbound like southbound not northbound."*
 - *"*support* 33rd - left-hand signal is silly. Should be blinking. No buffer for sidewalks."*
 - *"33rd St should connect directly to Main St, not through F St."*
 - *"What kind of transportation service does Vancouver School of Arts and Academics have? Most kids get dropped off and that creates back up on F Street (future neighborhood greenway)"*

Station 4: Segment 3 (33rd Street to 39th Street)

Proposed improvements in Segment 3 include:

- Remove one northbound (toward I-5) through lane and keep the dedicated left turn lane at the 33rd and 39th Street intersections. This would reduce the number of travel lanes pedestrians must cross and provides space to add median islands at some crossings or widening sidewalks in the future.
- Widen remaining travel lanes approaching the 39th Street intersection to accommodate buses and large trucks.

Community members were asked to share their level of support for these proposed roadway reconfigurations in Segment 3.

How supportive are you of these changes?

- Strongly Oppose

- Oppose
- Neutral (1)
- Support
- Strongly Support (1)
- Comments:
 - *"Senior Centers nearby... Some health centers are closing (south of 33rd)"*
 - *"Crosswalk at 38th! Bus stop, Safeway, destinations. Light is slow at 37th."*
 - *"On 39th: Traffic gets blocked up all the way to H Street."*
 - *"39th needs wider sidewalks, it has too much congestion! Makes it really the problem area."*
 - *"33rd-37th on Columbia is steep. I'd prefer to use F Street on my bike."*
 - *"I want to be able to cross 37th on my bike. It's a dog leg, so that's challenging."*
 - *"Eliminate left turn at 33rd and 39th for NB and SB."*
 - *"Needs to be one lane in each direction...just like the rest of Main St."*
 - *"People coming from NW want to have a 38th Street crosswalk."*
 - *"Buffer sidewalks"*
 - *"N on Main left is hard at 33rd. Need a blinking yellow."*
 - *"Use the crosswalk for Safeway. Crosswalks should slow cars."*
 - *"Survey feedback: The description was below options, with no option to say, 'none of the above.'"*

Station 5: Segment 4 (39th Street to 45th Street)

Proposed improvements in segment 4 include:

- Remove one northbound (toward I-5) through lane and keep the left turn lane.
- Widen the remaining travel lanes to accommodate buses and large trucks.
- Add a physically separated two-way multi-use path on the east side of Main Street between 40th Street and the Discovery Trail. Nearby parallel routes (protected mobility lanes on Columbia Street and the future Neighborhood Greenway on F Street) can be used to access destinations south of 40th Street.
- Improve the crossing at 39th and F Streets with a rapid flashing beacon, a median island and barriers that allow people using active transportation to pass through but prevent neighborhood cut-through traffic.
- Add wayfinding signage to help people navigate multi-use path connections.

Community members were asked to share their level of support for these proposed improvements in Segment 4.

How supportive are you of these changes?

- Strongly Oppose
- Oppose
- Neutral
- Support (1)

- Strongly Support
- Comments:
 - *"Longer signal timing for southbound left turn"*
 - *"Sidewalk along the west side near WSDOT property overgrown with blackberries."*
 - *"Would love to be able to get east/west through the WSDOT property."*
 - *"Concerns about traffic congestion if removing the NB lane; lots of parents taking their kids to Discovery via Main Street."*
 - *"At 39th and F Street, lots of traffic stops in the crosswalk. Need signage or roadway markings to deter this."*

Station 6: Segment 5 (45th Street to city limits)

Proposed improvements in Segment 5 are not yet finalized, but include:

- Working closely with Clark County to ensure there is consistent and comfortable mobility lane treatment.
- C-TRAN will be adding a new bus rapid transit station at 45th Street

Community members were asked to share their level of support for these proposed improvements on Segment 5.

How supportive are you of these changes?

- Strongly Oppose
- Oppose
- Neutral
- Support (1)
- Strongly Support
- Comments:
 - *"Shift crossing at the north side of Ross Street to the south side of the intersection; better connection to Discovery Trail."*
 - *"45th is narrow and in bad condition for bikes. County road so not within the City's jurisdiction. Focus on Columbia."*

Appendix C: Title VI Engagement Summary

Below is a description of how the project team reached Title VI populations along the corridor and how the proposed safety and mobility recommendations for Upper Main Street will affect Title VI populations during each phase of the project.

Phase 1

During Phase 1, the project team engaged with Title VI populations through:

- **Community Survey and Map:** A survey and interactive mapping activity was launched to gain insight into community values and desired improvements along the Upper Main Street corridor. The survey and interactive map were made in both English and Spanish. The survey was posted online at the Project BeHeard website, which included Spanish descriptions on how to access the survey.
- **Promotional Materials:** The project team developed bilingual project materials to encourage community members to take the survey. These materials included a project fact sheet, canvassing flyer, and a mailer. The latter was sent to residential and commercial addresses within 1/3 mile of the Upper Main Street corridor.
- **Community Conversations:** The project team went out to community gathering places along the corridor to engage with people where they already are. The locations included attending 9 meetings or events, 1 tabling event, 135 community members involved, including 6 organizations, and 4 neighborhood associations.
- **Culturally specific outreach:** The project team reached out to the Latino Community Resource Group and Hispanic Metropolitan Chamber to better reach Spanish-speaking community members.
- **Business Canvassing:** The project team conducted a canvassing effort early into the project to spread information about the project and promote the community survey. The team reached 40 businesses and community destinations along the corridor.

The information gathered during Phase 1 was then considered by the project team as they developed a set of proposed safety and mobility improvements along Upper Main Street.

Phase 2

During Phase 2, the project team took steps to reach Title VI populations in the following ways:

- **Community Survey:** A survey was launched to gather feedback on the proposed design concepts for safety and mobility improvements along Upper Main Street. The survey was posted online at the Project BeHeard website. The survey was translated into Spanish.

- **Promotional Materials:** The project team created bilingual engagement materials to encourage community members to take the survey. The project team created bilingual project fact sheets and canvassing flyers. Surveys from phase 1 and phase 2 were both posted in English and Spanish. Calls to action on BeHeard were provided in both English and Spanish as well.
- **Outreach to culturally specific organizations:** The project team connected with two culturally specific organizations to reach Spanish-speaking community members: the Hispanic Metropolitan Chamber and the Latino Community Resource Group.
- **Multifamily Residence & Business Canvassing:** The project engaged in multifamily residence canvassing at 4 multifamily properties advertising the survey in English and Spanish. The team also dropped off flyers at 28 local businesses and community destinations.

The findings from engagement and outreach with impacted Title VI populations will be considered by the project team as they refine the proposed improvements and create a 30% Striping Plan.

Effects of Proposed Improvements on Title VI populations

This section will be completed once the project recommendations are finalized.



Upper Main Street Safety & Mobility Project

Transportation and Mobility Commission Workshop

Maggie Derk

Senior Transportation Planner
Community Development

Derek Abe

PNW Planning Manager
Alta Planning & Design

Randy Johnson

Principal
DKS Associates

June 4, 2024

Agenda

- Engagement Milestone 2 Summary
- Updated Design Concepts



Engagement Milestone 2

What did we do?

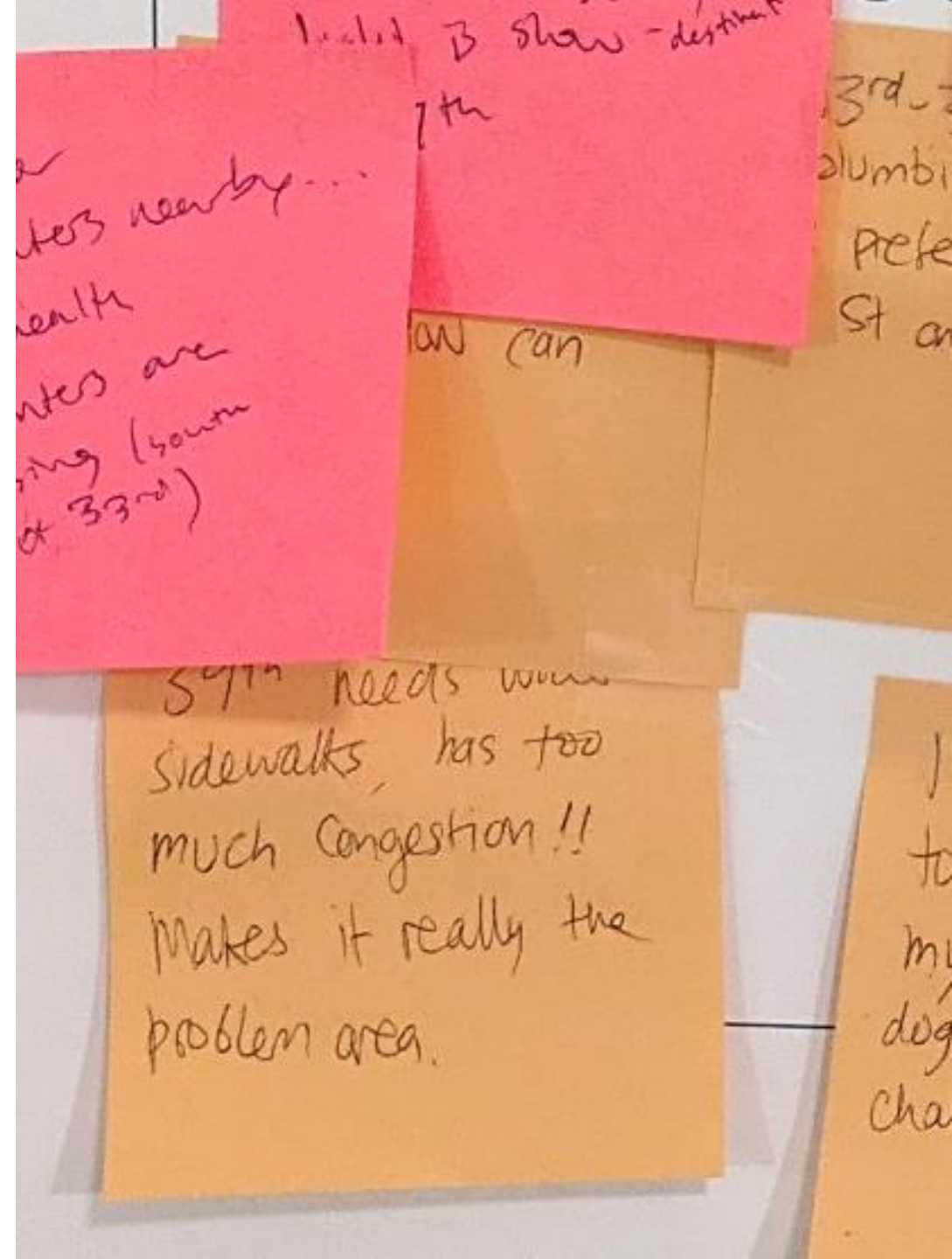
- 192 survey responses
- 2 email updates to project listserv
- 3 messages in other City E-newsletters and 1 email to CTRAN #31 and #71 riders
- 13 posts on City social media channels, 1 post on CTRAN social channels
- 1 in person open house
- 1,600 impressions from Vancouver School's PeachJar system
- 28 door-to-door visits to businesses
- Delivered 200 flyers to multi-family housing developments in the project area
- Materials in English & Spanish



Engagement Milestone 2

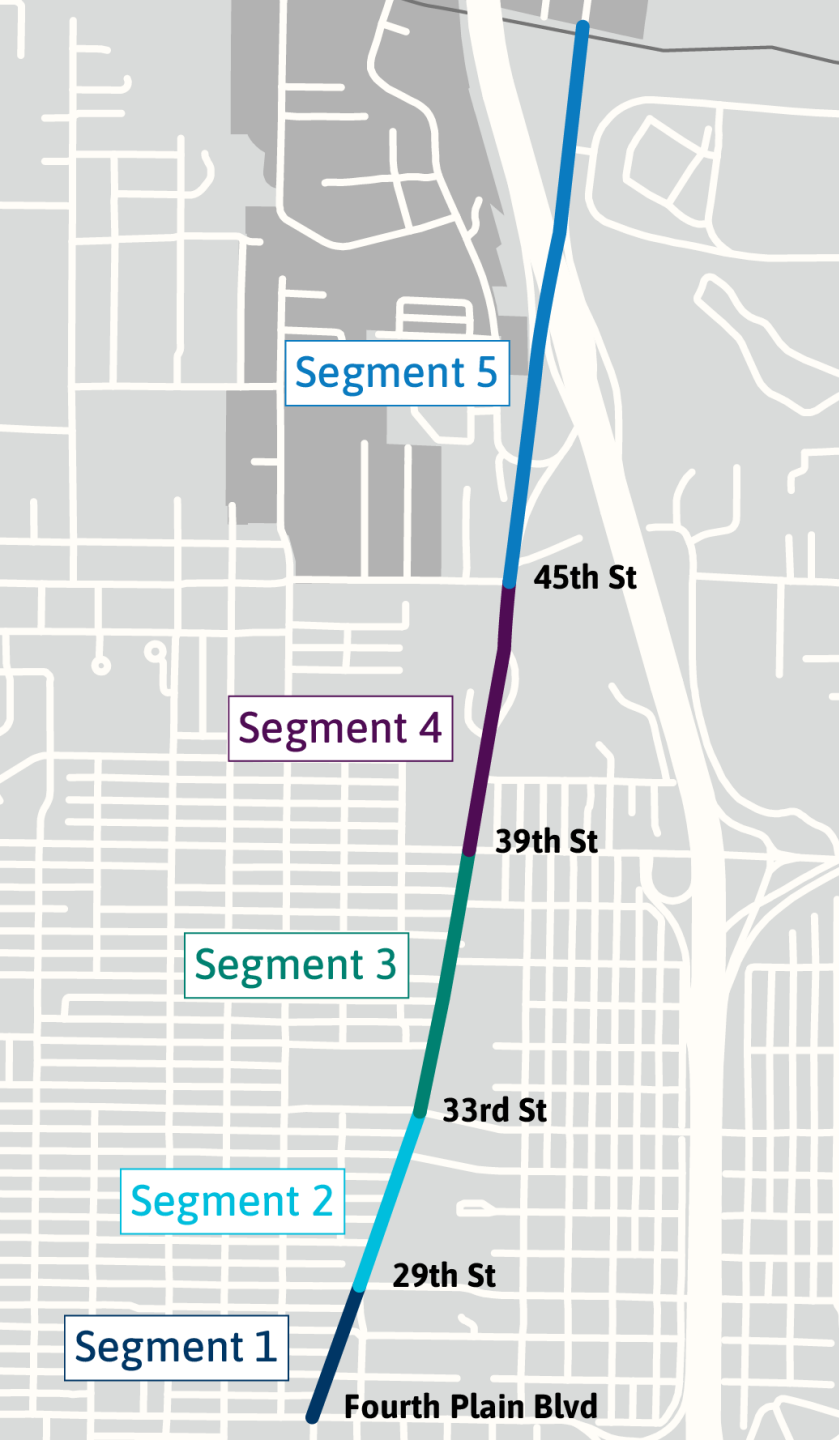
What did we learn?

- Overall, supportive of proposed improvements
- More pedestrian improvements, particularly sidewalks and crossings
- Bike and small mobility facilities to at least 39th Street
- Concerns about congestion and traffic impacts
 - Access to businesses
 - Traffic diverting into nearby neighborhoods
- Affirmed safety on Main Street is a priority
 - Support for slower vehicle speeds
 - Emphasized safe access to schools and transit stops



Design Concepts

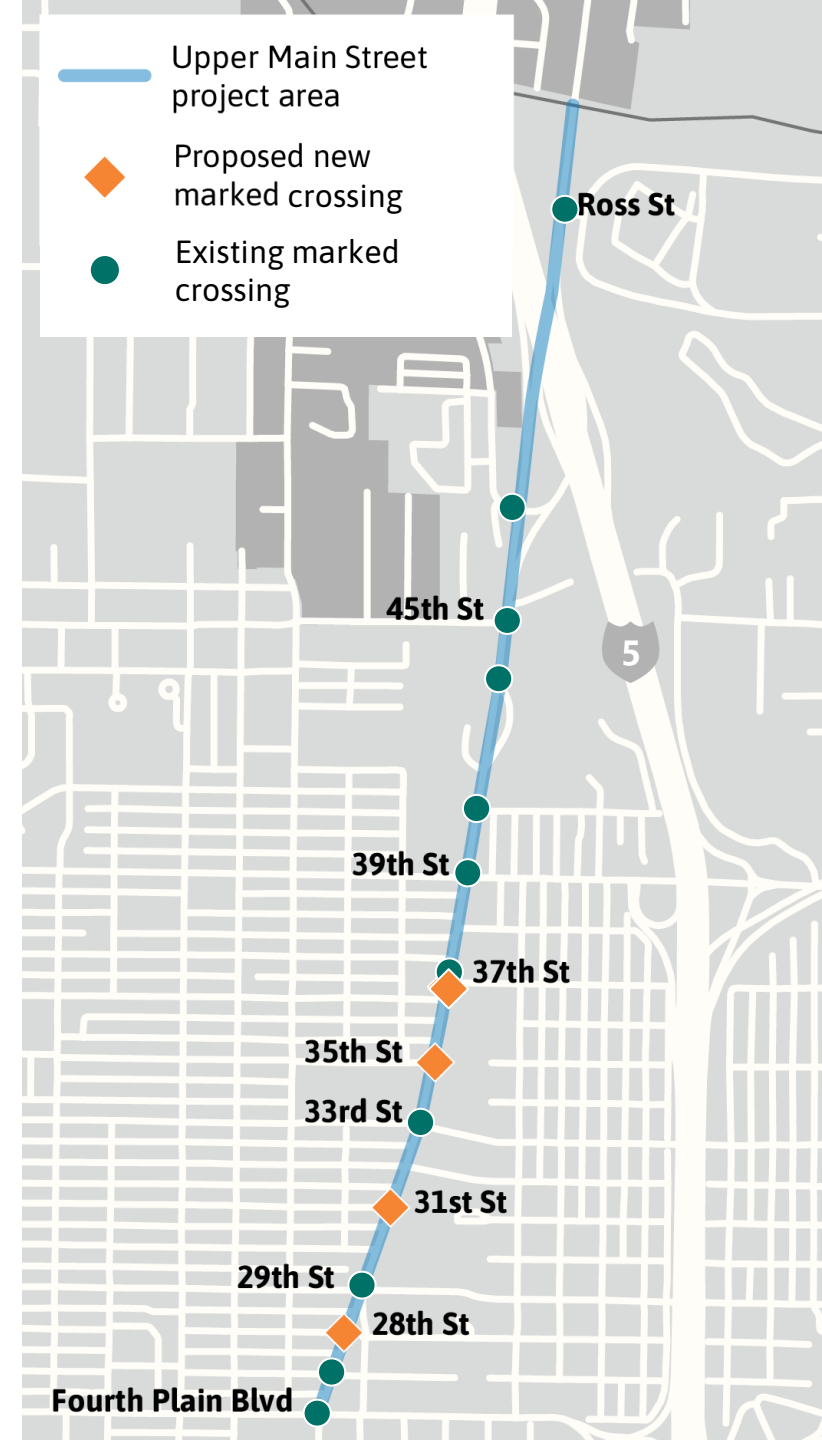
- Corridor-wide
- Segment 1: Fourth Plain Boulevard to 29th Street
- Segment 2: 29th Street to 33rd Street
- Segment 3: 33rd Street to 39th Street
- Segment 4: 39th Street to 45th Street
- Segment 5: 45th Street to City Limits



Design Concepts

Corridor-wide: Marked Crossings

1. North side of 31st Street intersection
(across from Vancouver School of Arts & Academics)
2. South side of 28th Street intersection
(just north of Dairy Queen)
3. South side of 35th Street intersection
(just north of PeaceHealth Medical Center)
4. South side of 37th Street intersection
(just south of Safeway)
Note: would not replace the existing crosswalk on the north side of this intersection
5. None of these



Design Concepts

Corridor-wide: Median Islands

1. Proposed 31st Street crossing
(across from Vancouver School of Arts & Academics)
2. Proposed 28th Street crossing
(just north of Dairy Queen)
3. Existing and proposed 37th Street crossings
(just south of Safeway)
4. Proposed 35th Street crossing
(just north of PeaceHealth Medical Center)
5. None of These



Design Concepts

Segment 1: Fourth Plain Boulevard to 29th Street

Original Proposal

- Shift existing crossing at 29th Street to the south side of intersection
- Remove the northbound dedicated left turn lane and add a median island

Feedback & Considerations

- 60% of survey respondents support or strongly support this design
- Keep both crossings
- 29th Street proposed Neighborhood Greenway
- Low traffic volumes onto 29th Street



Design Concepts

Segment 1: Fourth Plain Boulevard to 29th Street

Refined Proposal

- Keep the marked crossing and rapid flashing beacon on the north side of the intersection
- Add a marked crossing on the south side of the intersection
- Replace the left turn lanes with a median island that includes cut throughs for bike and small mobility users
- Convert access to 29th Street as right-in and right-out



Design Concepts

Segment 2: 29th Street to 33rd Street & Segment 3: 33rd Street to 39th Street

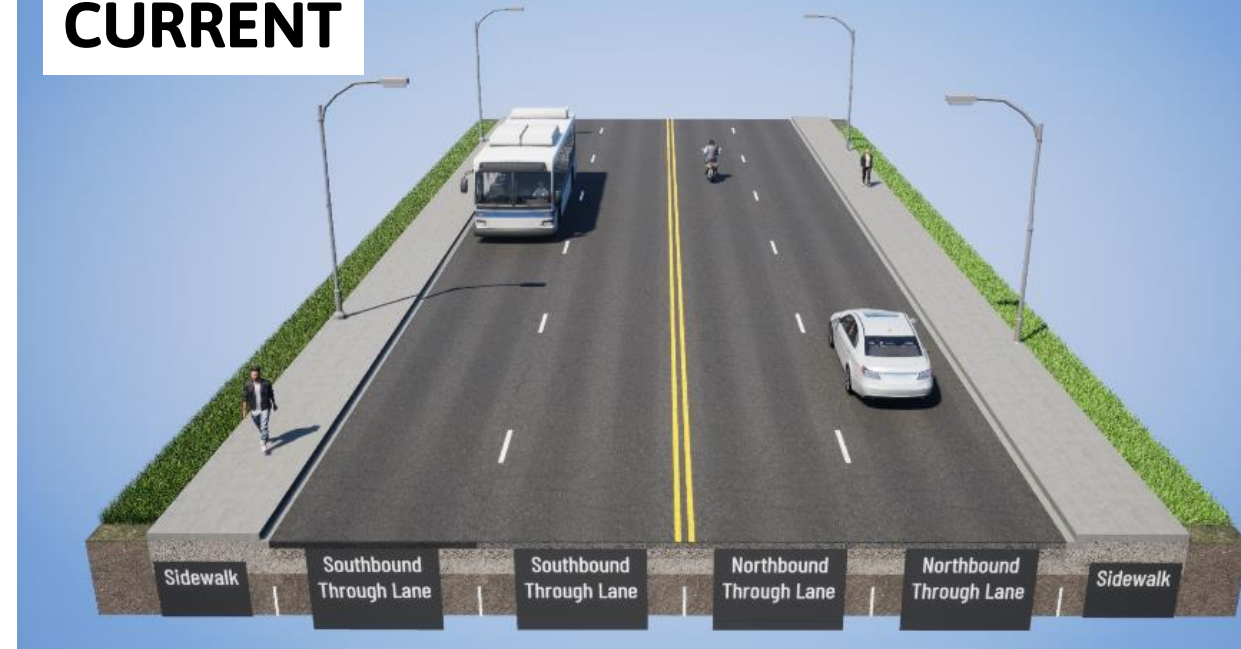
Original Proposal

- Remove one northbound (toward I-5) through lane
- Maintain dedicated left turn lane at some intersections
- Add marked crossings with median islands at 31st and 35th Streets

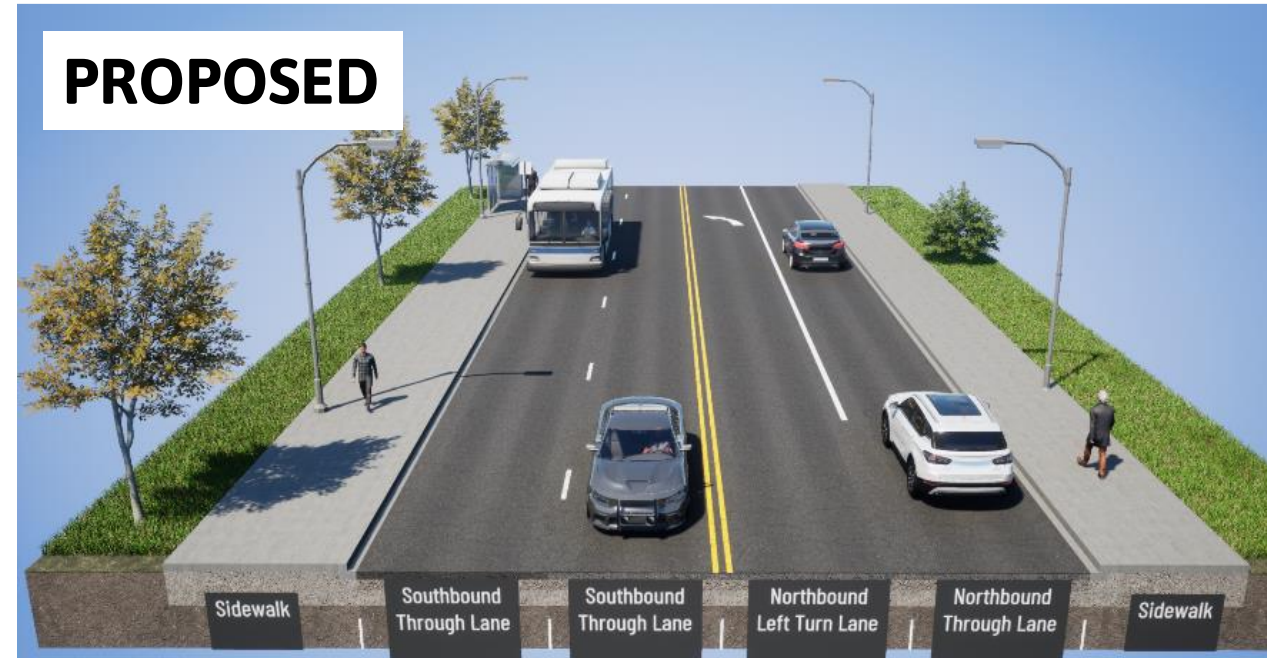
Feedback & Considerations

- 45% of survey respondents support or strongly support
- Support for wider sidewalks and more crossings; some people want mobility lanes

CURRENT



PROPOSED



Design Concepts

**Segment 2: 29th Street to 33rd Street &
Segment 3: 33rd Street to 39th Street**

Refined Proposal

- Remove one northbound (toward I-5) through lane; replace it with median islands at marked crossings, a left turn lane or painted median
- Add new marked crossing with median island at 31st, 35th and 37th Streets
- Narrow travel lanes to 11 feet
- Widen sidewalks in the future to reflect status as primary pedestrian corridor



Design Concepts

Segment 4: 39th Street to 45th Street

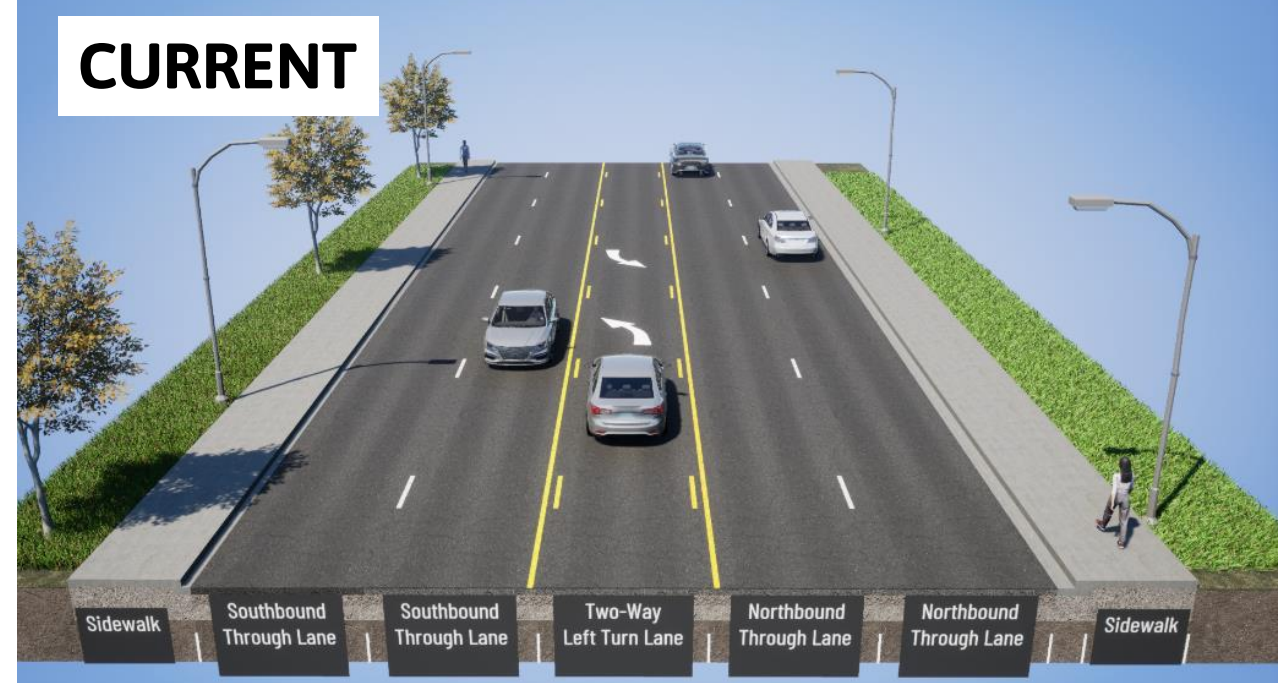
Original Proposal

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail

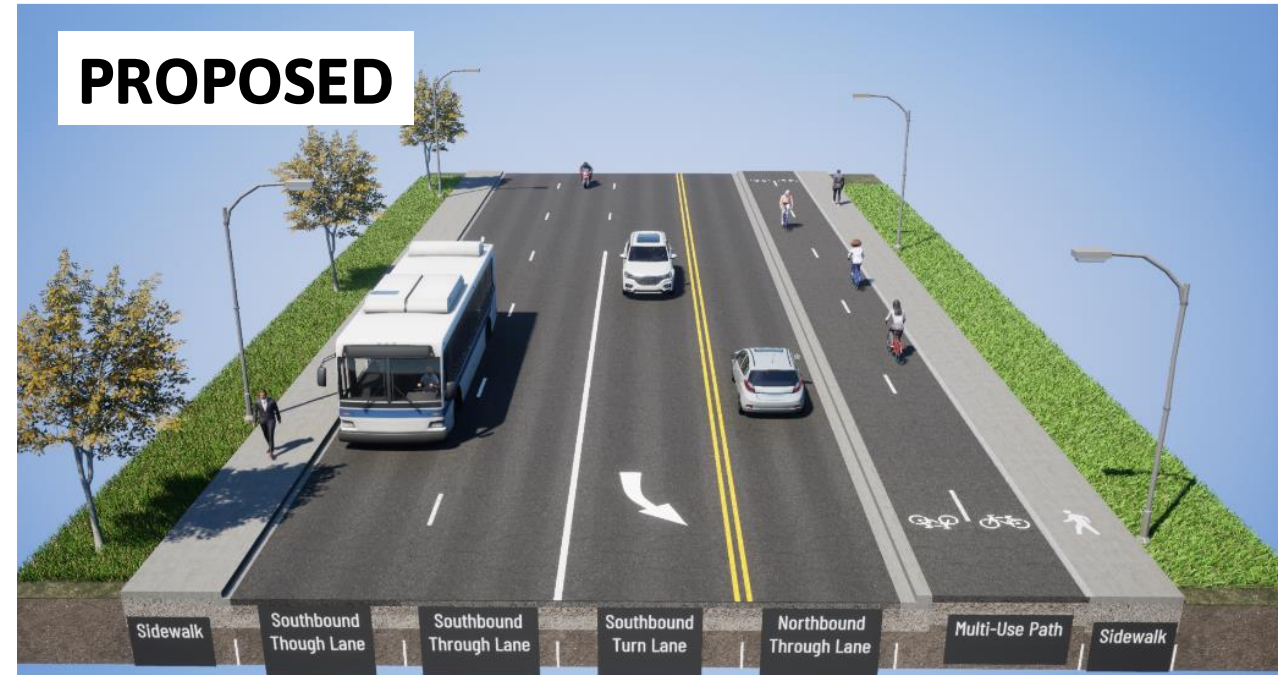
Feedback & Considerations

- 61% of survey respondents support or strongly support this design
- Crossing 39th at F Street feels unsafe
- Extend multi-use path to 39th Street

CURRENT



PROPOSED



Design Concepts

Segment 4: 39th Street to 45th Street

Refined Proposal – Option A

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail
- Add buffered mobility lanes along 40th Street between Main Street and F Street.
- Curb extensions at 39th and F Street to deter cut-through traffic and support future Neighborhood Greenway on F Street
- Median islands, rapid flashing beacon, and marked crossings at 39th and F Street

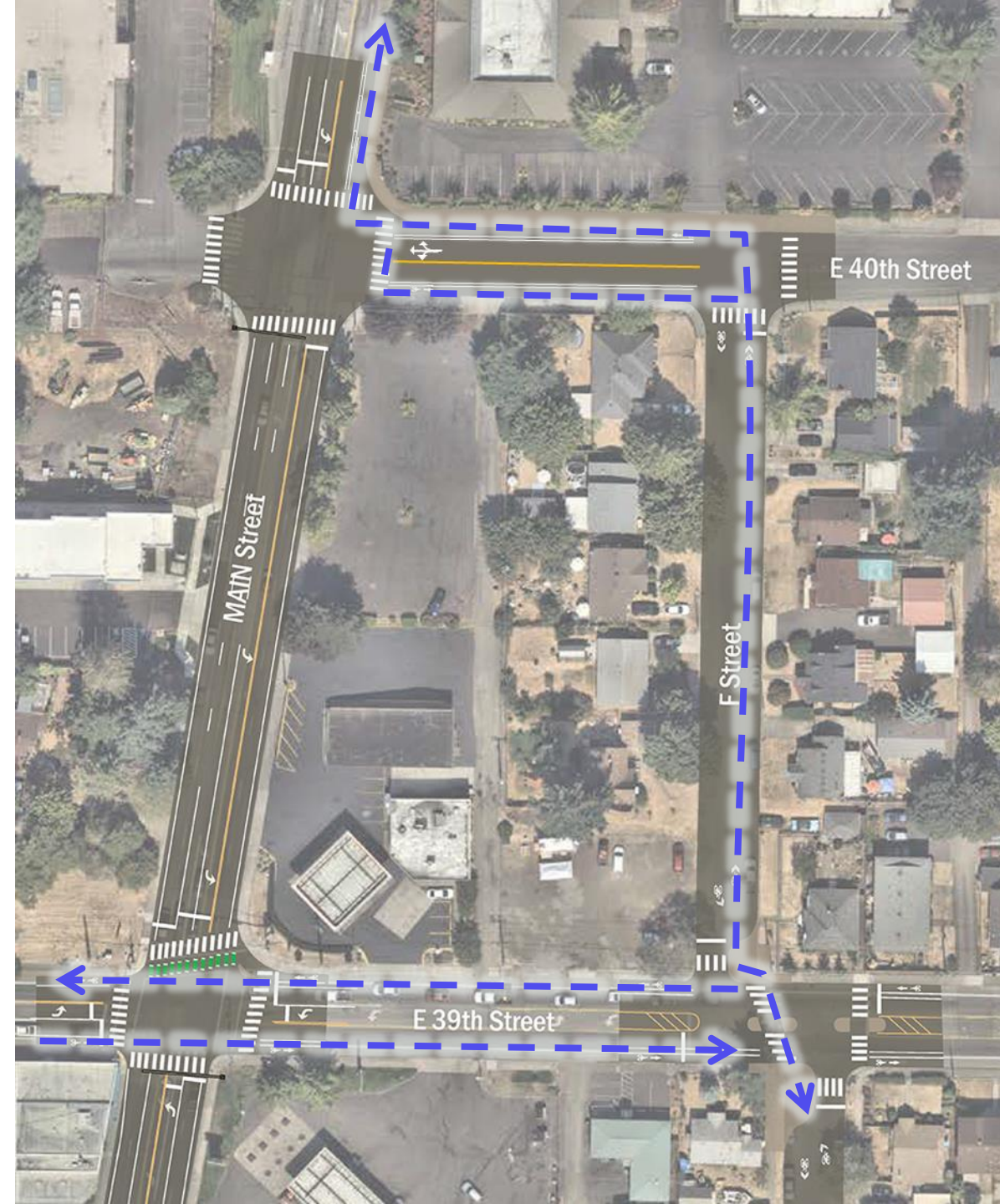


Design Concepts

Segment 4: 39th Street to 45th Street

Refined Proposal – Option A

- Remove one northbound travel lane (toward I-5) and widen other travel lanes to accommodate buses and large trucks
- Add a protected two-way multi-use path from 40th Street to the Discovery Trail
- Add buffered mobility lanes along 40th Street between Main Street and F Street.
- Curb extensions at 39th and F Street to deter cut-through traffic and support future Neighborhood Greenway on F Street
- Median islands, rapid flashing beacon, and marked crossings at 39th and F Street



Design Concepts

Segment 4: 39th Street to 45th Street

Refined Proposal – Option B

- Everything from Option A plus a southbound mobility lane on west side of Main Street between 39th and 40th Streets

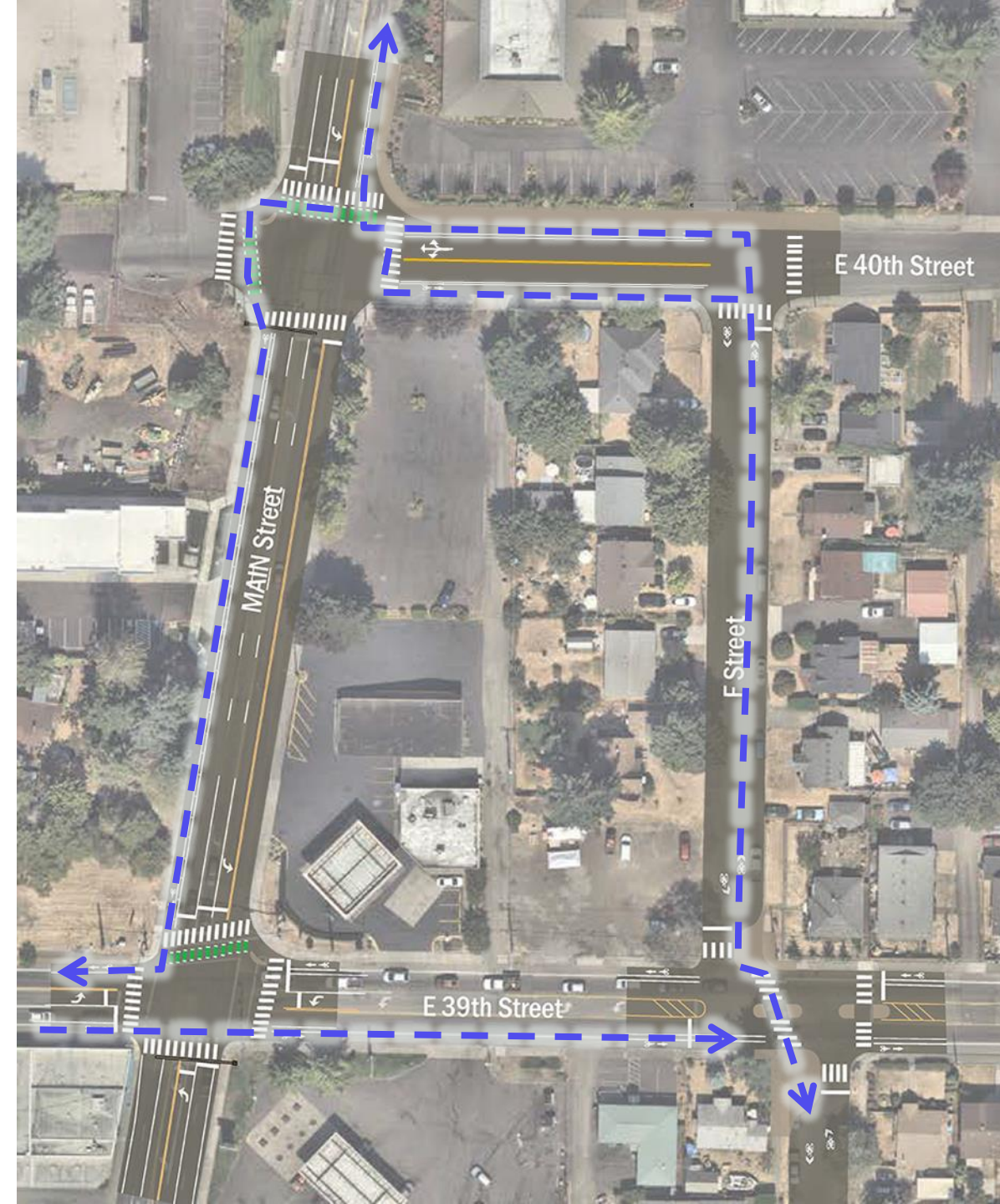


Design Concepts

Segment 4: 39th Street to 45th Street

Refined Proposal – Option B

- Everything from Option A plus a southbound mobility lane on west side of Main Street between 39th and 40th Streets



Design Concepts

Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

Feedback & Considerations

- Missing or uncomfortable connections
- Speeding traffic, stop sign and red light running

Refined Proposal

- Continue separated two-way multi-use path to the Discovery Trail
- Improve the pavement quality of the west side bike and small mobility connection
- Replace and improve visibility of wayfinding signage



Design Concepts

Segment 5: 45th Street to City Limits (just south of NE 63rd Street/Minnehaha Street)

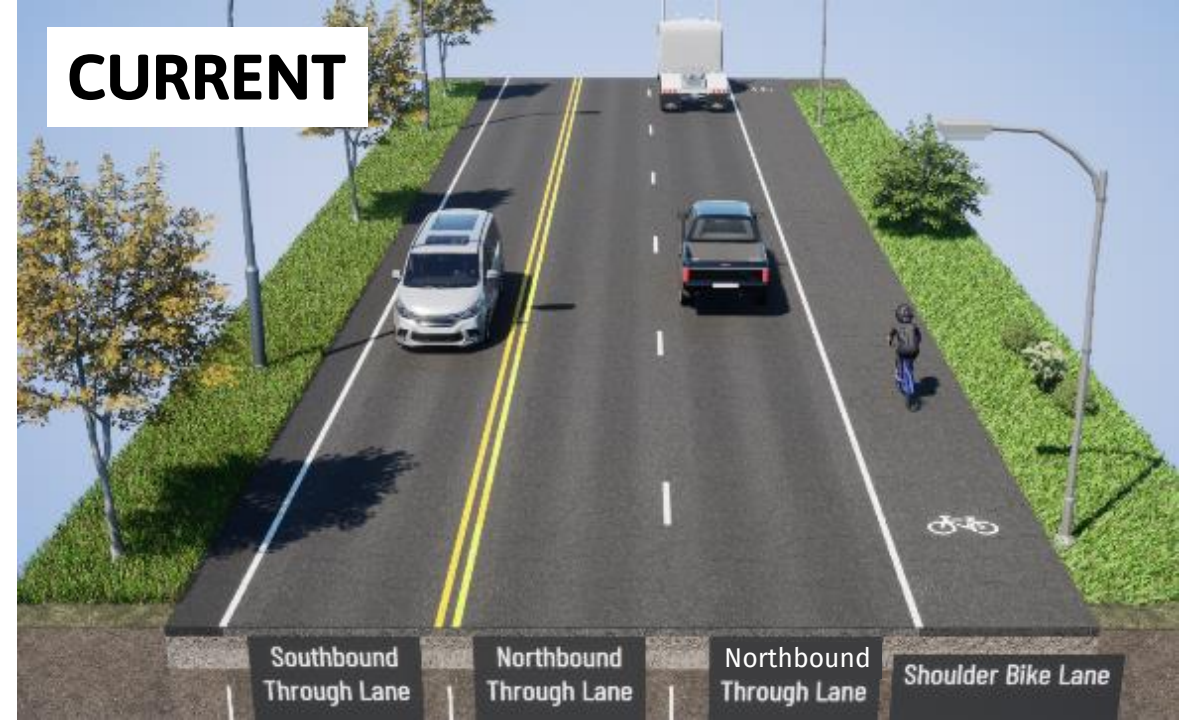
Feedback & Considerations

- Missing or uncomfortable connections
- Consistency with County facilities

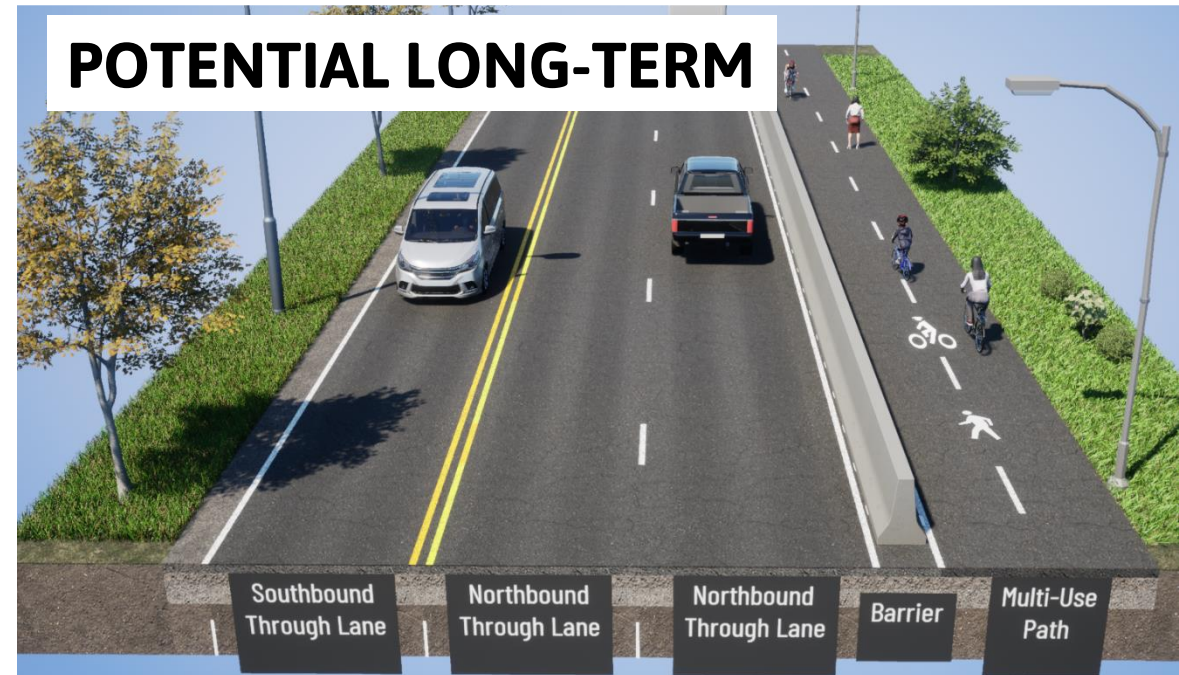
Potential Long-term Capital Project

- Shift travel lanes west and add a separated two-way multi-use path from NE Ross Street to city limits
- Would require new crossing north of city limits to connect SB riders with two-way path
- Need agreement with Clark County to ensure there is a consistent and comfortable mobility lane treatment

CURRENT

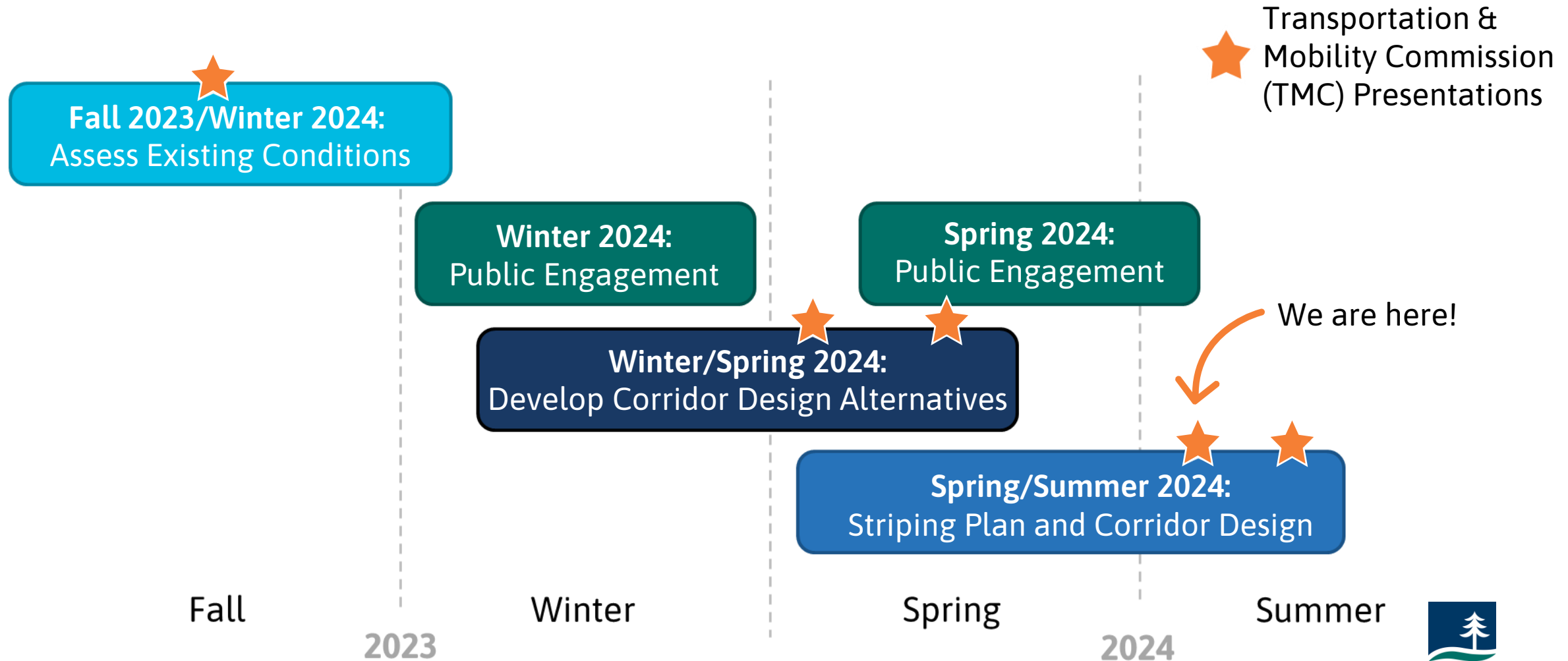


POTENTIAL LONG-TERM



Next Steps

Project Timeline



Thank you!



Maggie Derk

Senior Transportation Planner
Community Development

Derek Abe

PNW Planning Manager
Alta Planning & Design

Randy Johnson

Principal
DKS Associates



From: [Ron Hostetler](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd Remarking of lanes after 2025 paving
Date: Tuesday, May 7, 2024 12:03:32 PM

You don't often get email from carolahostetler@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I have lived at 2909 SE Blairmont Dr since August 30, 2009. We drive over 5-speed bumps to reach McGillivray Blvd (MGB), to go S down Ellsworth to go west on HW 14. We go E on MGB to go N & S locations on 164th Avenue. We are totally against the 1-lane each direction MGB the city has proposed for lane markings after repaving in 2025. There is no logic to the idea this will improve safety for traffic, pedestrians, and the disabled-on mobility devices.

Police reports from 2015 through 2022 show 53% of accidents on MGB are from the inability of drivers to navigate the curves. While 26.6% of the accidents are from untrained drivers, not hand signaling to say I will wait while you turn left or right. Accidents where two cars are forced into the same space. The last 12.8% of accidents are vehicles leaving the Meadows apartment complex. Why! The city allows street parking up to the intersection which blocks the west view of apartment vehicles and east view of west bound MGB drivers.

Sent from [Mail](#) for Windows

From: [Ron Hostetler](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd Remarking Lanes After Paving in 2025
Date: Tuesday, May 7, 2024 4:19:43 PM

You don't often get email from ronald.hostetler@gmail.com. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I have lived at 2909 SE Blairmont Dr since August 30, 2009. We drive over 5-speed bumps to reach McGillivray Blvd (MGB), to go S down Ellsworth to go west on HW 14. We go E on MGB to go N & S locations on 164th Avenue. We are totally against the 1-lane each direction MGB the city has proposed for lane markings after repaving in 2025. There is no logic to the idea this will improve safety for traffic, pedestrians, and the disabled-on mobility devices while allowing traffic to flow at higher rates as population increases in the future.

-

Analysis of 109 Police Reports from 2015 through 2022

An accident “cause” analysis shows, 53% of accidents on MGB are from the inability of drivers to navigate the MGB curves. These drivers ran off MGB hitting trees, rocks, shrubs, stumps and sign or light poles on their left in the median. Other driver's hit parked vehicles on the driver's right. The second highest “cause” was 26.6% of the accidents from untrained drivers, not hand signaling to say I will wait while you turn left or right. Accidents, thus caused by drivers forcing two cars into the same physical space. The last 12.8% of accidents were caused by vehicles leaving the Meadows apartment complex. Why! City paint markings allow street parking up to the 136th avenue intersection. This blocks the west view of apartment-vehicle drivers leaving and the east view of west bound MGB drivers. Police reports at the cities' data website show no fatalities took place during the above 8-years. Substantial body injuries were sustained due to driver errors.

-

Lane Configurations Bringing Equity to all Users

A logical lane configuration available now and after repaving is to dissonate both N & S sides parking lanes on MGB as “pedestrian and mobility lane” starting at the Chkalov intersection. On the south side parking would be eliminated just east of Chkalov intersection to the 132th avenue where side walk continues to 164th avenue. On the northside the parking lane would be dissonated as pedestrians and mobility device users up to 136th avenue. From there sidewalks are present all the way to 164th avenue. To be clear. Bicycle lanes presently run from Chkalov to 164th avenue would not be affected.

-

How to improve safety

“Let us face our adversaries”. I have seen high school and junior high students do this very action on MGB. Yes! They ride against the arrows in the marked bike lanes. Do they do it for expediency or because it feels safer to them?

They have more time to jump or ride out of a vehicle's path to injure them when they can see the vehicle approaching. Older youth and adult bicycle riders have expressed fear of being hit on roads

not having rider lanes and with dissonated bicycle lanes. They can only see vehicles approaching from behind. It is exceedingly difficult for them to detect vehicles in their small mirrors that vibrate with road conditions. I believe this applies to pedestrians, mobility device users and bicycle rides to navigate city and county roads with better safety.

Get Law Breakers and Poor Drivers off Our Public Roads

Automatic ticketing of drivers exceeding residence and school zones speeds by 7-mph is an imperative for safety and to get inattentive drivers off the road. Traffic fines for well off citizens are not a significant deterrent to changing driver behavior. Those with lessor financial means and multiple traffic fines may lose their license by the number of points accumulated or by not paying their fines. Automatic ticketing would be the certainty of a ticket for local drivers and through drivers on MGB. It would be a constant deterrent to change a driver's behavior.

Sent from [Mail](#) for Windows

Respectfully,

Ronald E Hostetler
803-517-9720
Ronald.hostetler@gmail.com

From: [phil brooke](#)
To: [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th SE Street Improvements
Date: Friday, May 10, 2024 5:05:29 AM

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Hi All-

Just wanted to send a note of support for the complete street/traffic calming/improvements along 34th from 164th out to the VIC. Adjacent blocks are very much looking forward to the refresh & calming 34th down.

Hopefully the median & sidewalk greenscaping will be replaced. That wasn't entirely clear in the project details.

Be well,

Phil Brooke
16901 SE 34th St

(Vice President, The Village at Fisher's Landing Neighborhood Association—used for ID purposes only)

From: [sam schwartz](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: McGillivray and 34th Streets
Date: Saturday, May 11, 2024 5:40:00 PM

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Hello,

I think your ideas for both of the city streets above are absolutely ridiculous!! We live in a majority and the MAJORITY of people drive their cars down these streets! I personally drive down McGillivray often and I RARELY see anyone walking down that street!!!! Start working on things in the city that REALLY need to be fixed and leave our streets alone!!!!

I moved here over 30 years ago from Chicago and I have always thought that Vancouver takes really good care of their streets!!! Let us keep that going and not make traffic worse by minimizing lanes on McGillivray and 34th; and/or anywhere else you are thinking!!!

Pedestrians and handicapped people can navigate those streets just fine and by the way - it rains here so much - who do you think is going to be walking or moving their wheelchairs down these streets!!! These ideas make no sense!

If you are getting free money from the Federal Government with the provision that you do this with our streets - DON'T TAKE THE MONEY!!!!

Please vote according to the best for the PEOPLE WHO YOU WORK FOR!!!!

Sincerely,

Lori Judkins
901 SE 123rd Avenue
Vancouver, WA. 98683



"My life is an example to many, because you have been my strength and protection. That is why I can never stop praising you; I declare your glory all day long." Psalms 71:7&8 NLT

From: [City Council](#)
To: [Joanne Lindberg](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Cc: [Larry Lindberg](#); [City Council](#)
Subject: RE: McGillivray
Date: Monday, May 13, 2024 3:04:52 PM
Attachments: [image001.png](#)

Thank you for reaching out to the City Council with your concerns. The McGillivray Safety and Mobility Project was undertaken as an opportunity to address safety issues and frequently voiced concerns, and implement the City's Complete Streets policy in coordination with planned pavement work scheduled for summer 2025. The most common safety concerns we heard from the community were:

- Experiencing widespread speeding on the corridor
- The corridor does not feel safe on bike, on foot, using a mobility device, or driving; and
- Intersections with stop signs and multiple lanes are confusing for pedestrians and drivers.

Our data confirms much of this feedback, with 90% of drivers on the corridor speeding, and a history of collisions between vehicles, private property and people outside of cars. Since 2017, three people walking or biking were injured on McGillivray Boulevard and one person was killed.

One reason that speeding is so common is that the roadway design for McGillivray Boulevard enables vehicle speeds that are not typical or safe for a residential area. Wide roads with multiple lanes enable people to drive aggressively. Street design influences human behavior, and right-sized roadways discourage aggressive driving and improve a driver's ability to slow or stop quickly to avoid collisions. The benefits of proposed design that decreases the number of lanes in each direction include:

- People who drive at the posted speed limit 'set the pace' and people can't dangerously pass them in an adjacent lane.
- When a road has two lanes going in the same direction it creates a dangerous situation for people crossing the road. This is because drivers in one lane may stop to let someone cross, but drivers in the next lane may not be able to see the person crossing and may not stop. This is known as the "double threat" and is one of the main dangers of a double-lane road. To prevent this danger, it is against the law for drivers to pass a stopped school bus, as it creates the same threat scenario. Removing the extra lane on this residential corridor will reduce this threat at crossing locations.
- Reducing the number of lanes on a road can reduce the chances of collisions when turning across multiple lanes, and the confusion that occurs four-way intersections with six to eight vehicle lanes.
- The reconfiguration creates additional space for people walking, riding bikes or other small mobility devices. The users will be separated from vehicles by parked cars or striped buffers, enabling more people of all ages and abilities to comfortably share the street.

In considering these designs, the City did substantial traffic analysis to ensure that the roadway could still efficiently move vehicles today and in the future. We looked at travel times and intersection queues for drivers today, and out into years 2035 and 2045 – accounting for forecasted growth from population growth and planned jobs and development. Using our regional models, the forecasted traffic volumes in both 2035 and 2045 still fall well within the capacity of a single travel

lane in each direction. You can see the full traffic analysis documentation and report on the [Project BeHeard website](#) under the “Project Documents” materials on the lower right-hand side of the page.

You can also find community engagement summaries and a Q and A document with more information on some common questions we’ve received. These include questions about impacts to parking, mail delivery, garbage service and other issues you’ve raised. Most parking spaces will be retained with exception at some intersections to improve the sightlines for drivers and others on cross streets. Mail service and garbage service will not be impacted, and designs have been reviewed by both emergency services and service providers. The Q & A documents is located in the same section of the website under “Project Documents”. Like all of our Complete Streets projects, the City will continue to monitor and collect data on traffic performance and other metrics in the year following implementation to make any refinements or address issues if needed.

The City Councilmembers are blind copied on this response for their awareness.

Thank you -

Anne McEnerny-Ogle | Mayor
City of Vancouver
Vancouver City Council
Office: 360-487-8629
cityofvancouver.us



This message, in whole or in part, may be subject to public disclosure, including routine disclosure to the media.

From: Joanne Lindberg <joannelindberg@yahoo.com>
Sent: Wednesday, May 8, 2024 9:04 PM
To: City Council <council@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>; Benoit, Emily <Emily.Benoit@cityofvancouver.us>
Cc: Joanne Lindberg <joannelindberg@yahoo.com>; Larry Lindberg <golfnut1018@gmail.com>
Subject: MCGillivray

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To members of the Vancouver City Council:

:It is my sincere wish that someone on the about "To" list cares about us drivers of cars in the McGillivray neighborhood. There should be a vote of the people whose lives your reduction of lanes will affect, not those of you who don't live here and never have lived here in the neighborhood and no doubt have been influenced by a few select people for what reasons you will no doubt keep silent. What about placing barriers making one lane each way for a couple weeks and see what happens? I understand you turned a deaf ear to that suggestion. What are you afraid of? The Columbian today indicated that Clark County will have 718,00 plus residents by 2045, an increase of nearly 39 percent over the next 20 years! Do you have no vision of the future?

I have lived one street off of McGillivray and 125th since 1978! I know I am right when I say the flow of traffic will be substantially slowed to a snail's pace while your bikers you are so concerned about can race as fast as they want. Bikers, by the way, are considered vehicles and have a legal right to ride in the roadway even when a bicycle lane is present. So why are you doing this reduction of lanes to satisfy bikers, especially when they only occupy the lanes about 3 percent of the time?

It actually blows my mind thinking about your stubborn resistance to even consider the negative effects of lane reduction concerns such as greatly increased traffic congestion, parking spaces, cuts through neighborhood to avoid traffic, emergency vehicles, school bus routes, mail delivery, garbage and recycling pickups, a terrible waste of our tax dollars, etc. etc. etc. Why don't you address every single concern? Again, what are you afraid of? Why don't you care to address these problems? What are you hiding? Who benefits from this change voted on by a few people who DO NOT LIVE HERE! We want a voice!

I will be interested in a reply.

Joanne Lindberg
Cascade Park resident of 46 years

From: [JOHN WISH](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [Benoit, Emily](#); [City Council](#); [Lopossa, Ryan](#)
Cc: [JOHN WISH](#)
Subject: SE 34th proposed changes
Date: Thursday, May 16, 2024 10:47:21 AM

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I'm emailing you to let you know of my extreme disappointment with the planned changes coming to SE 34th between SE 164th and SE 192nd. I have lived in the Fishers Landing area since 1997 and in my present home on SE 39th Street since 1998. My wife and I have raised three children who all attended Fishers Landing Elementary. One of the joys of living in Southeast Vancouver is the ease of getting around by car, bike and by foot. The streets are wide making it safe to drive, bike, and or walk. The city is moving ahead with more multi density zoning near my home. Two examples are the mixed use development at the old HP site and the old rock quarry near Hwy 14 and SE 192nd. Once these two area are built out there will be many more families and vehicles in Southeast Vancouver. Removing lanes from a road that currently serves as main arterial road for east / west traffic since the mid-nineties seems extremely short sighted when your planned zoning will result in more vehicles not less. Drivers may be forced or choose to cut through neighborhoods to bypass SE 34th as they head to either SE 164th or SE 192nd leading to perhaps more accidents in the neighborhoods that surround Fishers landing elementary. Please re-think this proposed change to SE 34th

Thank you
John Wish

From: [Alisa Rawlins](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Save our streets
Date: Thursday, May 16, 2024 8:52:08 PM

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Hey there

I just wanted to weigh in on the issue of revamping McGillivray Blvd.

I've lived in a neighborhood south of McGillivray for 26 years.

I am opposed to the proposed changes. I don't think issues such as school bus stops, garbage collection, increased traffic and street parking for residents have been fairly weighed.

It seems that you all are trying to turn McGillivray into a thoroughfare instead of respecting the fact that people live on that road. The traffic and busyness would cause more problems, in my opinion as someone who has driven that road for decades.

Thanks for listening and for considering my point of view.

Best of luck with your decision

Alisa Rawlins

From: [Jason Cromer](#)
To: [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#); [McEnery-Ogle, Anne](#); [Small, Rebecca](#); [City Council](#)
Subject: Seattle's First Protected Intersections Opens - What About Vancouver?
Date: Friday, May 24, 2024 2:56:02 PM

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Hi all,

I wanted to share the recent opening of Seattle's [Protected Intersection](#).

It's a type of infrastructure that is very common in the Netherlands, but is starting to gain popularity in major cities.

I wanted to highlight this for our planners and engineers to consider for future upgrades on Vancouver streets, especially given the large increase in safety demonstrated by them.

Enjoy the long weekend!

Best,
Jason

From: [Kirk Pawlowski](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Benoit, Emily](#); [Lopossa, Ryan](#)
Subject: Re: Public Comment and Photos - SE 34th Street Improvement Planning
Date: Monday, May 27, 2024 2:55:23 PM

Some people who received this message don't often get email from kirk.regent.pawlowski@gmail.com. [Learn why this is important](#)

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Kirk R. Pawlowski, Architect

3405 SE 168th Avenue

Vancouver, WA 98683

(206) 369-4443

March 13, 2024

RE: Proposed Transportation Improvements on SE 34th

Dear City of Vancouver leaders, City Commission members, and City of Vancouver staff,

On a day when we commemorate our fallen men and women - colleagues, brothers, sisters, parents, aunts, uncles and cousins, and all citizens; I am sharing another series of photos of an auto accident which has just occurred and resulted - thankfully - in minor injuries but remains typical of weekly events of this type taking place at the intersection of SE 168th Avenue and SE 34th Street due to high speed and running this red light. People are driving too fast and running lights even in the midst of our current construction activities on the street with warning bollards and signage.

We appreciate the responsiveness of Vancouver's Police (on what must be a very busy day for each member of the force working) and their assistance.

We also continue to appreciate your focus and commitment to making our streets safe for our children, our elderly citizens, for all of us - the legacy of doing all you can each day to enhance safer streets is a great contribution . Thank you again.

Kirk R. Pawlowski, AIA Emeritus | LEED AP
3405 SE 168th Avenue
Vancouver, WA 98683
(206) 369-4443

----- Forwarded message -----

From: **Kirk Pawlowski** <kirk.regent.pawlowski@gmail.com>
Date: Wed, Mar 13, 2024 at 11:25 AM
Subject: Public Comment and Photos - SE 34th Street Improvement Planning
To: Vancouver Transportation and Mobility Commission <tmc@cityofvancouver.us>, Vancouver Mayor, Mayor Pro Tem, and City Council Members <council@cityofvancouver.us>, Emily Benoit <Emily.Benoit@cityofvancouver.us>, Ryan

Lopossa <Ryan.Lopossa@cityofvancouver.us>

Kirk R. Pawlowski, Architect

3405 SE 168th Avenue

Vancouver, WA 98683

(206) 369-4443

March 13, 2024

RE: Proposed Transportation Improvements on SE 34th

Dear City of Vancouver leaders, City Commission members, and City of Vancouver staff,

My wife Patricia Apperson and I have lived in our home for the past eight years within 100 feet of the signaled intersection of SE 34th Avenue and SE 168th Avenue. In that short period of time, each one of our neighbors within at least a 1/2 mile radius have either been directly involved in an auto collision, a near-auto collision, and/or witnessed pedestrians (children, families with children, and adults) nearly being hit while crossing the street at this signalized intersection.

My wife Pat was injured and our sole family vehicle was completely destroyed in this intersection due our being hit by a speeding vehicle – eastbound- on 34th who had run a red light due to texting (as she sorrowfully reported to the Vancouver Police officer at the scene). Her 4-year in the back seat was thankfully not injured. The common thread is excessive speed on SE 34th and traffic volumes which have transformed the street increasingly into a parallel alternative for SOV and truck transportation to/from SR 14 – I am certain you have the traffic counts and data to demonstrate that unfortunate reality.

We were thrilled to see the City conduct outstanding outreach and proposed mitigation measures for SE 34th. We participated in those surveys. We fully support the design options under consideration to improve multi-modal transportation– and have no idea who is funding nor supporting the “SAVE OUR STREET” campaign – certainly not the residential taxpayers with whom we are neighbors. We are also regular C-Tran bus riders and love having the service of the No. 34 Bus SE 34th.

I am writing today due to another and regular severe traffic accident (with airbags inflated) at the intersection of SE 34th and SE 168th @ 10 AM this morning. I have attached two photographs below our signature line.

Let's improve safety on our streets for our children and families – that must be your highest priority in moving these improvements ahead on the City's Transportation Capital Plan. Let's mitigate the “street as freeway” in a zone dominated by residential development, while perhaps moving some of this traffic back to the major arterials: SR 14, SE 164th, and SE 192nd.

Respectfully,

Kirk R. Pawlowski, AIA Emeritus

Patricia E. Apperson



Intersection of SE 34th and SE 168th Avenue - 10:15 AM PDT - March 13, 2024 - Looking North up SE 168th Avenue



-

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Kirk Pawlowski AIA Emeritus | LEED AP
Voice (206) 369-4443

"Glory to Ukraine! Glory to the Heros!"

From: [Jolyn Collie](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Worley, Steve](#)
Subject: Vancouver Street Changes
Date: Monday, May 27, 2024 4:18:16 PM

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Having trees trimmed, then removed, then stump removal, then having new crossing sidewalks installed has shown what a nightmare it would be to have only one lane on SE 34th Street in Vancouver. A single lane caused a driver to "cut me off" and actually scrape the front left bumper of my new car because they thought I was driving too slowly (the speed limit) in a short section with both lanes open. Also, it's difficult to take a turn into the opposite direction (than a right turn onto the closest lane) because so many cars are passing in a single lane and when one lane opens, the other is busy with vehicles. One lane doesn't make traffic slow down, it does exactly the opposite--people speed up to get to their destination. I foresee costs in the future to install additional traffic lights where neighborhood streets need to turn onto the adapted one-lane street.

Not only that, but I have seen a total of four bicycle riders on 34th Street in the past three months. My kitchen window looks out onto 34th Street and I see the traffic every time I'm in the kitchen (often). Bicycles are NOT a main mode of transportation in East Vancouver. Even if there were bike lanes, I cannot imagine people letting their children use 34th Street due to the volume of traffic. Also, with the planned increase of housing, apartments, businesses, and a school on the "VIC" property between 176th Avenue and 192nd Avenue traffic will only increase on 34th Street. Not only does it change 34th Street for the worse, and waste tax dollars, but it will also cause additional congestion for people turning from 192nd Avenue onto 34th Street by reducing the turn lanes from one to two lanes--in addition to changing the intersection between 34th Street and 192nd Avenue, you will also cause expense and a waste of tax dollars to change the streetlights at that intersection.

I understand that you are also considering making MacGillivray one lane also. I rarely see bicycles on that street either. Why would you change two of the major East/West streets from four lanes to two lanes? It doesn't make sense to adapt roads that were paid for by tax-payer money make traffic worse, not better. East 34th Street serves over a thousand residential homes, countless businesses, and people who commute to and from work every day. It is the one four-lane street that connects Vancouver to the Camas area and the tech businesses east of 192nd Avenue.

Vancouver is not, nor will it ever be, a bicycle city. We do not have the weather for people to ride bikes year-round, and there are plenty of neighborhoods to ride in to stay off of major thoroughfares. Changing traffic patterns for a super-minority of potential bicycle riders is a poor idea, and a waste of people's tax dollars--one of the worst idea the City of Vancouver has ever thought of. If you are trying to use Federal Funds for these projects, send the money back, or think a more realistic way to allow bike travel, such as narrowing the lanes and putting in a small bicycle lane on the curb side with a "curb-like" barrier between the bikes and cars (similar to the bike lanes in the Tech Center).

I hope you listen to the people who actually use these streets. Have you done a traffic analysis to prove this is a good idea? I imagine not. Please, please, please give up the idea of changing our streets in the East Vancouver neighborhoods.

Jolyn Collie
Resident and tax payer

Christopher
P.O. Box 872134
Vancouver, WA 98684

June 4th, 2024

Chair Ramos and TMC members, Madam Mayor, Joanne Lindberg,

McGillivray Approval/Request To Rescind

Chair and Madam,

Thank you, Joanne, for your letter and the response from a city official. Madam Mayor, your response is appreciated. Chair Ramos, I urge you to address the 84 unanswered messages regarding McGillivray. Joanne, thank you for your participation, and apologies for the length of my message; I hope this platform allows all of us to be heard for the first time.

Mayor, I appreciate your response, but we've heard from Ms. Kennedy and Ms. Benoit before. I fully support Ms. Lindberg's sentiments, sharing my perspective as a 25-year resident near McGillivray & Talton. While I'm available to discuss my qualifications, today I'll focus on the current issues while reviewing some of the history.

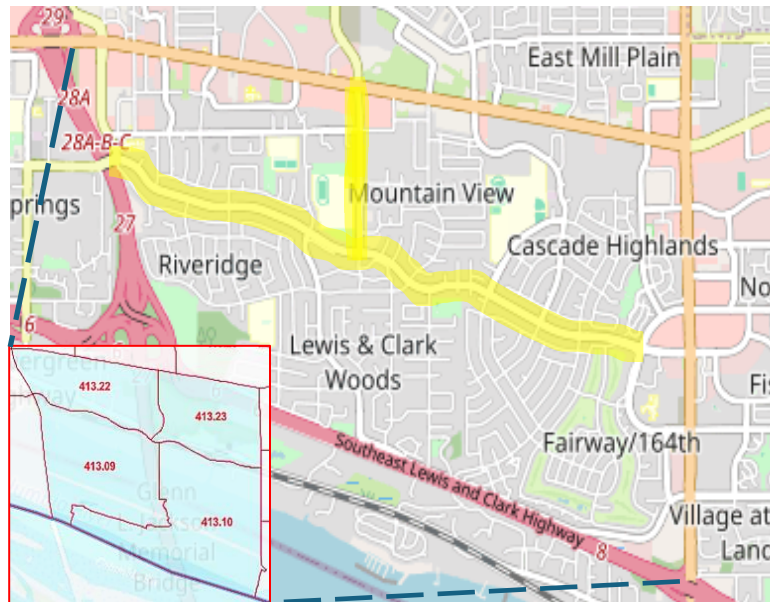
Many of us in the McGillivray area learned of the program in December of 2023 through a group that later became [savevancouverstreets](#). I'm not an active member and don't speak for them though I support some of their efforts. In that same month, I chose to elicit assistance from the East Precinct as we've not had a police presence on McGillivray in at least three years. After reaching out to Lieutenant Kennedy, the patrol commander, an agreement was reached, in that, a couple of officers each shift would drive the 136th to McGillivray to Chaklov loop on their way into and out of the station that day. This added one mile to their journey, established a visual deterrence for McGillivray and WyEast middle school, and seemed the most unobtrusive approach to their time. This agreement collapsed in January 2024 when Lt. Kennedy transferred, and Lt. Sean Dumas assumed command. Lt. Dumas felt that his personnel levels were not enough for enforcement actions, and I struggled to convey that we wanted deterrence via drive-by only, any enforcement would be discretionary and availability is but one consideration for each officer.

On February 28th 2024 I sent to Council via your bulk E-mail address a copy of a report titled "MARKUPCommunitySurvey1_Responses_Report.pdf" which highlighted the citizens view of McGillivray independent of the project. One or more of you on the Council forwarded my mail and the report to Lt. Dumas as we have since begun to see scant but appreciated police activity on McGillivray. With time and presence, I've no doubt many of McGillivray's current issues will be resolved and it will operate as it has for 50 years. I have personally let the Lt. know how much it is appreciated by many on the road and myself. It would be nice to say thanks to the councilor who forwarded it but I received no response from any of the council. As I type this, I am awaiting a response from Sarah Fox and answers to the information Eric Paulsen requested on this topic.

Several years ago, we as Neighborhood associations began requesting lighting and crosswalk improvements for McGillivray. The "McGillivray" area as we were known, is a part of Vancouver built in the early 70's with streets designed to discourage cut-throughs. [McGillivray](#) is a boulevard designed as an arterial with two lanes east and west stretching two and a half miles serving eight neighborhoods, five of which have no access other than McGillivray. These two-and-a-half miles also have eleven stop signs and twenty-one bus stops. The road is crowded but not congested. Before this project the last traffic count was in 1982 and our 15% increase in traffic was nominal as compared to the city's growth rate. Paralleling Mill Plain it also serves as 40% of 98683's east-west capacity.

The McGillivray area makes up [four census tracts](#) noted in the graphic below. These tracts comprise 11% of Vancouver's population who were not represented at the cities table of decisions.

Over 9000 homes and more than 20,000 people live in a densely populated area with an average of six people per square mile with several neighborhoods exceeding eight. The Vancouver average is less than four. Population density is high in the area but especially so on the island, which is the area sandwiched between McGillivray and the Lewis and Clark highway. McGillivray is its sole access.



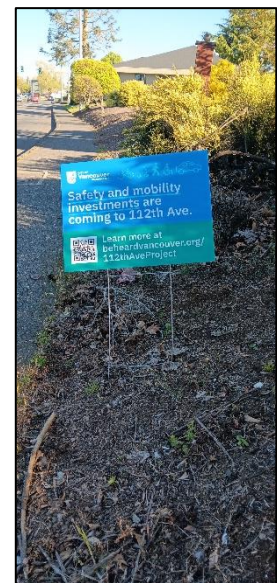
McGillivray Area highlighted roads will be one lane upon completion. Our primary N/S road also converts to 1 lane as part of the 137th mobility lane project.

the eastern end. McGillivray has a parking lane as well as a bicycle lane currently. McGillivray has 110 intersecting residential driveways, it is also tree-lined and very dark with deep shadows during the day and utter darkness at night. The city's existing condition report notes that 42% of the intersections are under lighted which was likely accurate when written. We've lost two more light poles since, taking the under lighted number to better than 60%. Our read of the Complete Streets guidelines calls out lighting as the #1 priority while your plan ignores lighting entirely.

We wanted and asked for a road with at least the light poles replaced from crashes going back to 2002 that have yet to be replaced, some yellow paint, and maybe signs for the crosswalks.

The city advertises neighborhood programs with road postings like the 112th project shown below. The McGillivray project was not posted and is not listed in our local Transportation Improvement (tips) program. The only reference anywhere is on page 8 of the Vancouver [BeHeard](#) website.

McGillivray is a residential street with the only businesses limited to a ¼ mile section at



**Vancouver Street announcement.
This was not done for McGillivray**

Christopher
P.O. Box 872134
Vancouver, WA 98684

TYPICAL EXISTING:
EAST OF SE CHKALOV DRIVE - WEST OF SE 132ND AVE



Road configuration since 1972



**Planned roadway.
Note serpentine driving pattern.**

In February of 2023 an open house was held for residents at our middle school, 130 people attended and 110 signed up for additional information and updates. The meeting became contentious as the residents learned only then that they were losing a traffic lane and the purpose of this meeting was to discuss what to do with it now that it was gone.

The removal decision had been made by city staff without advising or consulting residents or stakeholders. (The city has since confirmed that no alternative other than lane removal was ever considered). Although no one, including the mayor who was present, could explain the who, what or why. These 110 residents were never again contacted by the city and most of whom considered the program canceled after the open house and no communication.

It was in December of 2023 that these residents and I learned the program was alive through [Save Vancouver Streets](#). The city Listserv mailing list for notifications of the program has 389 contacts, I am one of these and I have never been contacted by the city on this program. These 110 residents who attended the open house are in Listserv, they're not hard to reach and asked to participate. This is a very quiet program.

After the open house meeting with the residents the planners chose to sponsor a Web comment board for all future discussions and did not advise the residents whose contacts are on Listserv. We are still unsure where this board was advertised as public record requests responses are muddled. 106 people participated in this new online board and the city invited 50 of them to 7 planning face-to-face meetings in June of 2023, none of the residents, stakeholders or businesses were invited to attend. The last meeting held by the city with this group had 1 attendee and the largest group was 14. None of the 110 residents who had requested participation and whose neighborhood it occurs in were contacted. Remember, the city did not advertise this program with signage for the area, no notice in TIPS, no press release, and no form of public notice other than to their bulletin board members. Again, this was a very quiet program.

There were two in-person outdoor events arranged for the newly found 106 web participants but none for the neighborhoods or stakeholders. 14 participated. A walking tour was arranged of the project area, 2 neighborhood people attended, and a bicycle tour was attended by 12 though no one can tell us if they represented the bike clubs or residents. Responses to public record requests are muddled.

Christopher
P.O. Box 872134
Vancouver, WA 98684

It was noted by the Travel Commission and City Council on several occasions that there were issues with the McGillivray residents and communication with the project. The city planners committed in writing on three occasions that they would work to improve relations. There is no evidence or example of their attempting to do so. There's no evidence to show that the city ever reached out to any resident after the failed open house.

No Neighborhood associations, businesses or stakeholders have endorsed this program. According to records obtained through public records requests, only half of the business stakeholders were even notified, and this notification consisted of a single page flyer left at their door. No dialog or conversations were had with any principal or manager.

The lack of communication and unilateral decisions by the planners without resident and stakeholder input is from what I expect is the opposition to lane removal they experienced at the open house. The city is placing a 2.5-mile-long single-lane road with 11 stop signs and 21 bus stops and a serpentine pattern into the commute of 11% of the population twice a day for the rest of their lives. All of this is to update an existing bike lane with a reportable accident in one report, two in another, and now three with your memo. Residents are angry, confused, and bitter about the city and its unwillingness to even communicate.

In October of 2022, the Be Heard Vancouver website listed the community survey for the public and it received 1072 comments and 700 open ended comments from the same commenters. We obtained the responses and have coded the comments as Negative, Positive, or Ambiguous. The ambiguous results from incomplete or unintelligible responses. 62% believed the program would have little if any benefit. The results were overwhelmingly negative at an 8:1 ratio. On the first free text question the comments were 389 Negative to 42 Positive. This was typical on questions that allowed text entry. For the sake of brevity (200+ pages) these highlighted pages are not included in my letter but are at your disposal.

The open-ended comments were about the road in general and primarily the lack of enforcement which is true of all of Vancouver right now. People were pointed and found many creative ways of pointing out that people no longer know what to do at a 4-way stop and other items beyond the city's control. The city planners reported the results to the Travel Commission and City Council as:

"While some community members expressed concern with the idea of repurposing a vehicle travel lane in each direction, many community members were supportive of having more space for people walking, riding bicycles and other small mobility devices within the existing Right-of-Way."

To use the results of biased questioning written to obtain a desired response and ignore the open thoughts, views and opinions of the affected residents is gas-lighting the council and TMC at its finest while belittling and insulting the impacted residents and their sincere concerns and thoughts. I view the Travel and Mobility Commission from my dealings with them as merely an extension of the planning department, and whom despite their titles, represent no one who drives. Do we, as a percentage of the populace, no longer count?

We only wanted the lighting replaced and better crosswalk markings. Can you not empathize with our frustration? The decision to remove a lane from McGillivray was chosen by city staff without any citizen input. The city has confirmed that no population review was made other than using GIS for an equity index. No population or density studies were done, I don't believe the city knows or cares how many people are affected provided they can get their bike path.

And let's all just accept the fact that this is a bike path plan, not a safety plan. McGillivray will tie the 112th PBL to the 137th PML and then eastward to the currently being planned 164th East PML and eventually to the Camas city limit. When these are connected the city will have a limits-wide PBL/PML and we will win a state Eco-Award or something while **11%** of the population faces a 10-minute single-lane serpentine joy ride through 11 stop signs with 21 bus stops to get to the road that will take them to the highway that will take them to work. Secure in the knowledge that they get to do it again at the end of the day, in the dark because you still will have not fixed the darn lights despite all this hoorah!



If this were truly an item related to safety would you want to force the parking drivers and their doors into an active traffic lane to exit their vehicle?

The city says the current parking isn't safe as the driver's door opens into the bike lane. Well in front of an oncoming bus doesn't seem safer to us.

Would you want the passenger door opening into the bike lane? How is that better than the driver's door?

The accident reports going back in time show that most are parked cars being hit and they are now going to be in the middle of the road and you have to swerve to avoid them.

We wanted streetlights, some yellow paint, and if we asked nicely, maybe some signs? You've budgeted \$500,000.00 just for planning according to your RTC grant filings. Now I think we're sorry for ever mentioning it and making ourselves miserable. Is it too late to just say never mind?

We applaud efforts to control the traffic through enforcement and reasonable physical means and encourage all practical safety for pedestrians, bicyclists, and the like. We and our kids are usually some of the ones you see out there now, it's our neighborhood and we want it safe. But to think that you can take 50 year old architecture and apply current safety standards is akin to fitting a twin sheet to a king-sized bed, some things just don't fit. We've tried to make suggestions, talk, communicate, and establish a dialog, but other than lane removal the city won't talk and when they do it isn't to any of the affected residents. And yes, were angry....

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