



Community Engagement

Westside Mobility Strategy

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1 Introduction

This technical memorandum reviews the community engagement process for the Westside Mobility Strategy. The purpose and goals of community engagement, methods used by the project team and key outcomes of the process are outlined below.

2 Purpose and Goals

The purpose of the Westside Mobility Strategy community engagement process was to ensure the project's findings and recommended strategies address the full range of mobility issues and community priorities. The project team established goals for community engagement at the initiation of the project:

- Provide a forum for a shared understanding of the issues, bringing people together with different perspectives
- Engage stakeholders in experiential activities where they can observe conditions and participate in the project firsthand
- Go to stakeholders rather than expecting them to come to us
- Provide a general understanding and awareness that this project will seek to improve current conditions

These goals established a framework for the overall approach and influenced the selection of community engagement methods and tools.

3 Methods

The project team employed a range of methods to build project awareness and solicit community and stakeholder feedback. Table 1 summarizes these methods and tools, as well as displays an activities timeline. Additional details are also provided regarding the format, attendees, and outcomes of the major community engagement activities, which include stakeholder interviews/neighborhood meetings, a community walk and bike ride, and three community forums.

Table 1. Community Engagement Methods

Method	Description	Timeframe
<i>Stakeholder interviews</i>	Targeted, strategic interviews with key project stakeholders to understand their concerns and priorities.	February-March 2015
<i>Informational booth at Vancouver Farmer's Market</i>	Staffed booth at the popular Vancouver Farmer's Market in downtown to build awareness of the project and encourage participation.	June, 2015
<i>Neighborhood meetings</i>	Presentations and discussion with the neighborhood associations on the westside.	February-March 2015
<i>Community Forum #1</i>	Presentation on project goals and initial findings, as well as small group breakout sessions to collect detailed feedback and ideas.	May 30th, 2015
<i>Community Walk and Bike Ride</i>	A guided walk and bike ride to involve the community in assessing multi-modal infrastructure on the westside.	October 10th, 2015
<i>Community Forum #2</i>	Presentation on the findings of the existing and future conditions analysis and community engagement activities, as well as the proposed modeling scenarios.	October 15th, 2015
<i>Community Forum #3</i>	Presentation on the summarized findings of the project, including the scenario modeling process, and the recommended goals and strategies of the plan. Display boards were available with staff from multiple agencies and consultants to answer questions.	May 3rd, 2016
<i>Website, email updates, and online comment form</i>	A detailed website consistently updated with project information, an email distribution list for all project stakeholders, and an online form for submitting comments to the project team.	Ongoing
<i>Briefings to City Council and Planning Commission</i>	Presentations to City Council and Planning Commission to provide updates on the project and solicit input.	Five briefings from October 2015 through February 2016

3.1 Stakeholder Interviews and Neighborhood Meetings

Seven key stakeholder groups were interviewed to gather ideas and feedback on the project and included:

- Vancouver Downtown Association
- Port of Vancouver and Industrial Tenants
- Regional Transportation Council
- City of Vancouver Public Works
- Bicycle and Pedestrian Interests
- Neighborhood Associations
- Truck Drivers

3.2 Community Forum #1

The first community forum for the Westside Mobility Strategy occurred Saturday, May 30th from 9 a.m. to noon at Discovery Middle School. The meeting's purpose was to formally kick off the project's community engagement process, initiate a community conversation about existing transportation conditions in West Vancouver, and solicit feedback from meeting participants. There were three primary elements of the meeting:

- A presentation with information about the project, including current conditions of each major corridor and results from preliminary traffic studies.
- A moderated panel discussion with city staff and community representatives, including emergency services, freight, business and neighborhood interests.
- Facilitated small group table discussions.

Fifty people attended the public meeting, which was publicized through the City of Vancouver website, a media release, an article in *The Columbian* the week of the meeting, tabling at the Vancouver Farmer's Market, stakeholder meetings, and flyers distributed in advance to various community groups and stakeholders.

3.3 Community Forum #2

The second community forum took place October 15th, 2015, from 6 p.m. to 7:30 p.m. at Vancouver City Hall. The meeting included a project update and briefing, featuring a presentation by project staff followed by Q&A with participants. The intent of the meeting was to review the following:

- Community values the project team heard to guide strategy development and alternatives evaluation.
- A balanced mobility approach to planning transportation improvements.
- Specific network management concepts that will be tested to understand their effects on the westside network's traffic patterns.

Twenty people signed in for the event, which was publicized through the City of Vancouver website, media release, emails from the project team, and flyers distributed in

advance to various community groups and stakeholders. Fourteen comment forms were submitted, and the project staff took notes throughout the meeting.

3.4 Community Walk and Bike Ride

On Saturday, October 10th, 2015, city staff and project consultants led a mobile conversation about walking and cycling in westside Vancouver. The walk and bike ride occurred simultaneously and provided the project team insights from pedestrians and bicyclists. The 90-minute events included stops at key locations to discuss issues pedestrians and bicyclists face and explore potential improvements. Ten community members participated in a 2-mile walk and discussed topics such as crossing times, signal timing, crosswalk frequency and markings, intersection design, and sidewalks widths. Twelve community members joined the 9-mile bike ride and explored north/south bike routes, including potential alternatives to Columbia Street, looked at pavement markings and signage, and discussed possible Burnt Bridge Creek connections.

3.5 Community Forum #3

The final Westside Mobility Strategy community forum occurred May 3, 2016 at the Vancouver Community Library. Approximately 30 people attended the meeting. The forum purpose was to present the summarized project findings, as well as present and collect feedback on the strategy draft recommendations. Project staff provided a 45-minute presentation on the key findings and draft recommendations, followed by a 15-minute Q&A session. A series of display boards were set up after the presentation that included additional details on the overall mobility concept and recommendations. Staff members from the City of Vancouver, HDR Engineering, and the Port of Vancouver were available to answer questions from attendees.

4 Outcomes

4.1 Key Themes

The following key themes emerged from the stakeholder and community feedback throughout the engagement process:

1. The need to plan and manage westside arterial streets as an interdependent network.
2. Recognition that congestion on I-5 is the root cause of many of the westside's transportation issues.
3. Desire to balance needs of multiple travel modes (bicyclists, pedestrians, auto commuters, freight) and multiple users (livability and safety for neighborhood residents, predictability for freight and commuters).
4. Cut-through traffic moving north-south through the area—usually diverted from I-5—causes congestion and reduces safety for all users.

5. Projected future development—both in the industrial port area and in the downtown/waterfront area—is likely to intensify pressure on the transportation network on the westside.
6. Consensus-building, dialogue, and collaboration with all stakeholders will be foundational to successful planning and implementation of improvements.
7. North-south travel is generally most challenging for bicyclists and pedestrians because they have to cross multiple busy arterial streets; bike and pedestrian facilities are inconsistent.
8. Speeding is a persistent issue that impacts neighborhood livability and safety; a broad mix of strategies is needed to reduce speeding, including enforcement, traffic calming, and signal timing.
9. Schools are considered points of safety concerns between modes by residents and freight operators.
10. Operational and educational interventions, such as signal timing, signage, radar feedback, wayfinding, and coordination among freight operations, are seen as potential actions.
11. Mill Plain Boulevard is widely viewed as the most appropriate and efficient route for freight.
12. Main Street is perceived as a destination and should be a vibrant shopping and dining environment.
13. Safety for pedestrians and bicyclists crossing or travelling along 39th Street is a concern.
14. List of Suggested Improvements

4.2 List of Suggested Improvements

Community members and stakeholders suggested over 150 ideas to improve the transportation network on the westside of Vancouver. Staff recorded these suggestions as they arose through community engagement events, online comment forms, and direct communication with residents. Suggested improvements were categorized into three categories by cost: low, medium, and high. The suggestions were then organized according to a number of different variables: location of the proposal, transportation mode, cost category, and relation to planned projects.

The master list of suggestions was a useful tool during the development of the plan's recommended improvements. Suggestions related to existing planned projects were evaluated to determine if they fit the current project scope or may warrant a scope modification. The list was referred to frequently while structuring the overall mobility concept and goals. The list was also used to evaluate recommendations by ensuring they addressed as many of the concerns and ideas voiced by the community as possible.

A table containing the master list of suggested improvements can be found at the end of this memo (Table 2).

4.3 Community Values Framework

To synthesize the community input and create a framework for strategy development, the project team summarized the key themes of the community engagement process into four community values.

1. Improved transportation safety for all network users
2. Improved connectivity for people who bike or walk, especially on north-south routes
3. Improved east-west reliability for freight users
4. Preserve land use vitality by managing traffic and freight to sustain long-term value and multi-modal accessibility

Taken together, the values are consistent with the concept of *balanced mobility*: a transportation network that effectively balances the mobility needs of all users. These community values—in addition to the key themes and list of suggested improvements— informed the evaluation of DTA modeling data and the development of the overall package of capital improvements.

Table 2. Suggested Improvements Master List

Bike Infrastructure	Count
Add bike lanes on Main St. and consider road diet	1
Complete bike lanes on Columbia north of 13th St.	5
Complete bike lanes on Mill Plain just east of I-5	1
Create bike/ped facilities on Evergreen Blvd. as east-west route	1
Create bike/ped facilities on McLoughlin as east-west route	1
Create consistent bike facilities on Fourth Plain over I-5	3
Create consistent bike facilities on Kaufmann to Mill Plain	2
Create consistent bike facilities on Kaufmann/Lincoln to Burnt Bridge Creek	3
Designate 29th or 33rd as a local street connection to Burnt Bridge Creek	1
Develop consistent annual bike count program	1
Develop Washington and/or Daniels into bike/ped route as alternative to Columbia	4
Establish north/south bike route on C St to Fourth Plain	1
Establish north/south bike route on F St, especially at north end near Discovery/BBC	1
Extend bike lanes west on Evergreen to connect with Jefferson	1
Finish bike trail to Frenchman's Bar/Vancouver Lake	1
Improve bike crossing at Columbia/Fourth Plain intersection	1
Improve bike facilities on Columbia from McLoughlin to Fourth Plain	1
Improve bike parking	1
Improve bike-ped facilities on Mill Plain east of Columbia	1

Remove sharrows and create bike/ped bridge at FVR/Burnt Bridge Creek Park	2
Enforcement	Count
Improve enforcement at signals on Columbia	1
Improve enforcement at signals on Fourth Plain	1
Increase enforcement at red lights on Fourth Plain/Columbia and Fourth Plain/Main	
Increase enforcement	3
Install more radar feedback units	1
Install school zone speed enforcement cameras	1
Reduce speeding on Fourth Plain from Kauffman to Columbia	2
Reduce speeding on Lincoln	2
Parking	Count
Allow street parking on both sides of 39th St.	2
Evaluate the need for on-street parking courtesy gaps	1
Expand off-street parking	1
Implement parking management (metering and/or permitting) in Uptown	1
Pedestrian Infrastructure	Count
Add crosswalk, stop sign or signal at Fourth Plain/Daniels	2
Add lighting on McLoughlin Blvd. underneath the I-5 overpass	1
Add lighting to Burnt Bridge Creek area to improve safety	1
Add sidewalk on Lincoln/53rd near Franklin Elementary	1
Add sidewalks around schools in north neighborhoods	1
Add signals and/or bike-ped crossing to Fourth Plain/Franklin intersection	2
Assess accessibility for peds/bikes to schools and parks on westside	1
Build a pedestrian path to connect from H/I/K streets to Fourth Plain	1
Create consistent sidewalks throughout 39th St. corridor	1
Create consistent sidewalks throughout Fourth Plain corridor	1
Create consistent sidewalks throughout Mill Plain corridor	1
Enforce ROW improvement code for building sidewalks on west Fourth Plain area	1
Enhance safety for pedestrians north of Fourth Plain to Fruit Valley school	1
Enhance sidewalk connectivity between Franklin and Lincoln Elementary	1
Expand pedestrian advances on signals	1
Improved pedestrian crossings/signal timing at Washington/6th	1
Improve access and signage to Burnt Bridge Creek	2
Improve BBC trail crossing on Hazel Dell in Clark County	1
Improve bike/ped safety at 32nd/Lower River	1
Improve connectivity between Lincoln and Kauffman at 39th	1

Improve ped-bike crossings of Mill Plain	1
Improve pedestrian crossings at Columbia/39th	1
Improve pedestrian crossings of Fourth Plain on west end	1
Improve sidewalks and signage around Amtrak Station	1
Improve sidewalks on Lincoln Ave.	1
Improve signal timing for pedestrian crossing at Fourth Plain/Columbia	1
Install crosswalks and signals on Fourth Plain from Kauffman to Columbia	1
Install more crosswalks on 39th	1
Install pedestrian crossing and/or signals at 39th/Washington	2
Install pedestrian signal at 39th/Daniels	1
Install sidewalks on major streets connecting Division and Washington	1
Make all school zone flashing lights double-sided	1
Reduce congestion and improve safety during drop-off/pick-ups from schools	1
Remove safety island at 39th/Daniels intersection	1
Replace and widen sidewalks on north end of Fruit Valley	1
Restripe crosswalks on I-5/Mill Plain interchange	1
Planning and Management	Count
Collect annual average daily traffic counts for vehicles, delivery trucks and articulated freight trucks for the 8 primary corridors	2
Enable neighborhoods to opt-in to property tax levy to fund enforcement (LID)	1
Enhance coordination between truck companies on route selection	1
Identify funding sources	1
Improve engagement and coordination with all stakeholders	5
Minimize construction impacts	1
Plan and manage streets as a network	3
Signalization	Count
Add signal to 39th/Kaufmann intersection	2
Add signal to 39th/Lincoln intersection	2
Add signals to Fourth Plain/Daniels intersection	1
Add stop sign at Fourth Plain/Franklin	1
Adjust signal timing for differences in a.m./p.m. traffic	1
Adjust signal timing to better accommodate north/south traffic	1
Develop more consistent traffic controls throughout downtown	1
Improve consistency and timing of signals, upgrade to sensors	5
Improve consistency of intersection control and traffic flow downtown	1
Improve signal timing at Fourth Plain/Kaufmann intersection	1

Improve signal timing on Mill Plain	1
Improve signals at Fourth Plain/Broadway to better accommodate freight	1
Improve signals at Fourth Plain/Main to better accommodate freight	1
Improve signals to allow better north/south mobility on weekends	1
Install signal at 39th/Fruit Valley intersection	1
Make traffic signals more consistent on Main St.	1
Reduce duration of EB left turn signal at Kaufmann/Fourth Plain	1
Reduce/improve traffic signals on Mill Plain to be friendlier to trucks	1
Shorten signal cycles for left turns off Fourth Plain	1
Upgrade signals south of Mill Plain	1
Stormwater	Count
Improve stormwater management on Lincoln Ave.	1
Upgrade water infrastructure to maintain pavement quality	1
Traffic Flow/Safety	Count
Apply weight restriction and/or discourage/ban trucks on 39th St.	8
Change classification of 39th St.	1
Close I-5 SB ramp at Washington St. during morning rush hour	2
Complete project at Fruit Valley/32nd bypass,	1
Consider traffic calming on some segments of arterials	1
Consider Washington as a key corridor in study	1
Construct freight bridge west across Columbia River	1
Designate and improve Mill Plain as the sole/preferred truck route	3
Enhance signage and wayfinding downtown, including parking wayfinding	2
Extend two-way conversion of McLoughlin/Washington south of 15th	1
Improve 39th St/SR 500 interchange	1
Improve 39th/Main intersection to improve flow, reduce congestion, truck issues	1
Improve 6th St. as a gateway to downtown	1
Improve circulation/urban design at Fourth Plain/25th/Main intersection	1
Improve directional signage at Fourth Plain/Fruit Valley	1
Improve directional signage at Mill Plain railroad crossing	1
Improve FV from 61st to 78th	1
Improve I-5 bridge	2
Improve overall safety of 39th St.	1
Improve safety of SB I-5 entry ramp at Mill Plain, especially for trucks	3
Improve sight lines at 22nd/Broadway intersection	1
Improve sight lines when turning SB onto Main St. going EB on 39th	1

Improve sightlines at 8th/Franklin intersection	1
Improve traffic control/flow and visibility at 39th and Lincoln intersection	2
Improve/widen Fruit Valley Rd. bridge	4
Install signage on I-5 to redirect trucks to right interchanges	1
Narrow travel lanes to reduce volumes/speed	1
Preserve and improve the Mill Plain sound wall	1
Raise street tree canopy on designated freight routes	1
Rebuild Mill Plain interchange	2
Reduce a.m. congestion on 5th from Columbia to Broadway	1
Reduce commuter traffic southbound on Fruit Valley Rd.	3
Reduce congestion on 39th from I-5 to Columbia	1
Reduce congestion, improve visibility and lighting on 13th from Columbia to Main	1
Reduce diversion of I-5 traffic through downtown	2
Reduce speed limits on Fourth Plain	1
Reduce traffic volume on Fourth Plain	1
Reduce travel lanes on Main north of Fourth Plain	1
Reduce truck traffic on Fourth Plain	1
Restrict times for delivery vehicles downtown	1
Restrict trucks on some routes/times of day	1
Right-size delivery vehicles in downtown/create delivery permit system	2
Streamline waste management uptown/downtown to minimize trash truck volume	1
Upgrade and replace street signs	1
Restrict trucks during the evening on Fourth Plain and/or 39th	1
Add two-way stop at 25th and C Street	1
Widen 45th St. from Washington to Main	2
Widen Mill Plain entry ramp on I-5 SB to accomodate oversize loads	1
Transit	Count
Consider water taxis for crossing Columbia River just west of I-5	1
Enhance bus service	1
Extend transit to Fourth Plain	1
Extend transit to Fruit Valley	1
Extend transit to Port area to reduce congestion for freight	1
Improve transit at Fourth Plain/Lincoln	1
Preserve space for potential future light rail facilities	1

Table 3. Public Comment Log

Date	Comment
4-24-15	<p>Thanks Bill for your prompt reply.</p> <p>As I looked at the prospect of installing a pedestrian crosswalk on the west side of the 6th and Broadway intersection I realized that it would require a south side ramp onto the sidewalk. The east side speed hump looks like a crosswalk and some (but not all) of the traffic slows down or even stops if a pedestrian is approaching it. In addition there is a lot of traffic that has learned the speed hump can be crossed at speeds above 20 mph. I have a good view of the pedestrian/vehicle traffic in this intersection and estimate that half of the vehicle traffic takes the hump without slowing, unless traffic is backed up with I-5 issues. I also see a lot of pedestrians crossing 6th St on the west side. Delivery services like UPS, Fed X, and bank customers, employees who work in the Columbian Bank Bldg often cross on the west side when taking coffee or lunch breaks.</p> <p>If a west side crosswalk were to be installed, what would it cost to reconfigure the south sidewalk to include a crosswalk ramp?</p> <p>Lee Coulthard</p> <p>On Thu, Apr 23, 2015 at 2:33 PM, Whitcomb, Bill <Bill.Whitcomb@cityofvancouver.us> wrote:</p> <p>Lee, you asked about adding a striped crosswalk on the west side of 6th /Broadway intersection. I took a quick look at the intersection and I do not think adding a striped crosswalk is a good idea at this point in time. I took a look on Google Street View and it looks like the we have a ramp on the north side that predates the west Coast Bank building. The bank building was clearly designed to focus the north south pedestrian crossing on the east side of the intersection since we do not have a receiving ramp for pedestrian traffic on the south side west of Broadway. Also, I think that kept the crosswalk on the east side when we did the Broadway 2-way project because the crossing distance is so much shorter. I recall that we redid the northeast corner when we did the two-way project. Also, the crosswalk was designed to line up close to the traffic pattern for the main entrance to the building.</p> <p>I will send this along to our transportation planner who is working on the Westside mobility study. They are looking at a number of pedestrian issues west of I-5. A site specific issue may be a little too fine for the study but I know that they are looking carefully at specific safety issues.</p> <p>If there is a specific safety issue that you or others have seen, let us know.</p> <p>Patrick, Lee Coulthard is an active community member with the Downtown Vancouver Association who has been working on downtown related issues for at least 10 years or so... likely longer.</p> <p>Bill Whitcomb Manager</p> <p>CITY OF VANCOUVER, WASHINGTON</p> <p>Public Works/Finance and Asset Management</p>

Date	Comment
10-12-15	<p>Hey Patrick, Thank you for inviting me to come along on Saturday morning's ride and discussion. I wasn't sure how Ryder would handle the stop-and-go, and it turns out that I wasn't able to really add much commentary during the stops.</p> <p>I will plan to attend the meeting on Thursday this week at 6pm in the Aspen room. Do I have that correct?</p> <p>Thanks for all that you're doing to improve the quality and accessibility of more pedestrian/cyclist transportation in our little City by the River... ;)</p> <p>Chris Brannen</p>
10-12-15	<p>Mr. Sweeney: I can't attend but I'm interested and attended the Westside mobility session I believe it was in May or June of this year. Is this a continuation of that? Can we submit written comments?</p> <p>Nancy Schultz</p>
10-16-15	<p>Patrick,</p> <p>Your team did a good job last night at the Westside forum 2.</p> <p>Today's news item is related to your study, in that it may cause more AM SB 5 drivers to seek "relief" by diverting down Main / Columbia to the Washington / 5th St on ramp due to these signs.</p> <p>This should move up the conversation with WADoT with the suggestion to close the Washington / 5th St on ramp in the AM.</p> <p>I thought you might be interested in this story: Signs of the times hit area freeways http://www.columbian.com/news/2015/oct/15/signs-of-the-times-hit-area-freeways/</p> <p>Sent via the TheColumbian iOS app. Download the app: http://apps.vervewireless.com/store.php?id=columbian</p> <p>Todd Boulanger Principal Urbane Streets</p>
11-10-15	<p>We do not need traffic calming devices along Columbia. This street has been working great for 75 years or more. Please do not make it another 39th Street. In other words a Cluster...</p> <p>Cyclists should use Daniels, anyone who rides who thinks Columbia is a better option, truly has not rid on both streets. I had to laugh about considering changing the traffic stop signs along Daniels for cyclists. A large percentage ignore signs and traffic lights, so why should we redesign and spend more money on changing traffic stops when they will be ignored?</p> <p>The real issue and problems are along 39th Street. When will the State and City change it from a truck route? This is a serious issue and a student will be hurt or killed by an oncoming truck because of it.</p> <p>I have lived on the west side since 1967, and know this area well.</p> <p>Name: Roy Nunn</p>

Date	Comment
11-10-15	<p>Mr. Sweeney: I attended and participated in Forum #1 and along with others who were there, was never notified of the second forum. You can see from the photo that it was not as well attended as the first. I'm delighted that you've notified me about the third one to be announced and hope that I get notice of that date, time and location!</p> <p>Thank you,</p> <p>Nancy Schultz</p>
3-7-16	<p>Mr. Sweeney,</p> <p>Patty McEllrath gave me your name as the transportation planner working on the West Side Mobility Study.</p> <p>I submitted comments (attached below) voicing concerns about the incredible traffic through residential areas of the Fourth Plain Blvd corridor in West Vancouver, serving the industrial area.</p> <p>I outline various concerns that should be covered under the West Side Mobility Study.</p> <p>Therefore, I am forwarding these comments, and hope that you can include them in the study and address them if possible. I am in contact with other neighbors who are also concerned, and I will be happy to forward any information you provide to them.</p> <p>Sincerely,</p> <p>Mike Bertish</p> <p>From: "dmb88@iinet.com" <dmb88@iinet.com> Subject: Public Comment PRJ-149904/LUP-50046 New Vancouver Fire Station 1 Date: February 21, 2016 at 1:56:48 PM PST To: eric.holmes@cityofvancouver.us, adearman@mcknze.com, McEllrath Patti <patti.mcellrath@cityofvancouver.us>, chad.eiken@cityofvancouver.us, Jon.Sears@cityofvancouver.us, Joe.Molina@cityofvancouver.us, tim.leavitt@cityofvancouver.us Cc: larry.smith@cityofvancouver.us, jack.burkman@cityofvancouver.us, bart.hansen@cityofvancouver.us, bill.turlay@cityofvancouver.us, anne.mcenerny-ogle@cityofvancouver.us, alishia.topper@cityofvancouver.us</p> <p>To: City of Vancouver Administration, Management, Council, and Fire Department</p> <p>From: Mike Bertish</p> <p>Re: Public Comment of Proposed Fire Station 1, 2607 Main Street, SEPA Determination of Non Significance and Approval of Conditional Use Permit</p> <p>Comment Deadline: Thursday, February 25th, 4:00pm</p> <p><u>Please confirm these Public Comments have been received and entered as part of the record, and that they will be submitted to the hearings examiner for consideration during the public hearing currently scheduled for April 7, 2016.</u></p> <p>First, please note that questions regarding the operations of the proposed Fire Station 1 were submitted to the planning department on February 1, 2016, and answers from the city were not promised prior to the end of the public comment period. Due to the comment deadline, I must proceed without the answers to my questions.</p>

Date	Comment
	<p>I object to the city's review of the project, and disagree with the Determination of Nonsignificance. I believe the project could contribute significant adverse impacts.</p> <p>I have lived in West Vancouver for 25 years, and I am very familiar with the proposed location. In all this time, the location in question has formerly always been low volume traffic. A Fire Station will be a huge change.</p> <p>A prior proposal to build a drive-through fast food restaurant on that corner was denied due to adverse traffic impacts. Whereas a Fire Station would create fewer traffic trips on a daily basis than a fast food drive-through, emergency response with large vehicles at this intersection would also be problematic.</p> <p>It is understood that the proposed new construction and modernization of the Fire Station is for the common good, and according to the Fire Department, specifically to improve emergency response times and efficiency of coverage along the East Fourth Plain Blvd corridor. These goals are vitally important to serve the public interest in case of emergency, and these are goals I fully support.</p> <p>However, the proposed location of the new Fire Station 1 concerns me greatly, and I don't think this location will adequately serve emergency responders in the long run. I do not believe the proposed location will serve the Fire Department's goal to improve response times in the area. I believe the proposed location could create serious traffic hazards that could harm both emergency responders, and their apparatus.</p> <p>In reviewing the various fire department facilities that currently exist in Vancouver, it is my understanding that none of the existing facilities are located at the convergence of a multi-directional busy intersection, such as the one at Main/Broadway and Fourth Plain Blvd, with six controlled traffic signals and additional stop signs. All of the existing fire department facilities are situated in such a way as to allow for a deep recessed driveway and approach, with a much larger turn radius to accommodate large emergency apparatus due to streets that are much wider. The intersections of Main/Broadway and Fourth Plain Blvd. are choke points with very narrow turn lanes, and the street width is compressed. In reviewing existing fire department facilities, it does not appear that their locations are as close to (or directly impact) existing residential properties, as would happen at the intersection in question with residential parcels immediately across from the site. Thus, the proposed location for the new Fire Station 1 is unprecedented.</p> <p>My home is situated across the street from the proposed site, and I have a direct view of ongoing traffic patterns on a daily basis. I spend at least 10-12 hours daily in direct view of the traffic patterns on Fourth Plain Blvd, and I am just a few doors down from the traffic signal at Broadway. Traffic on I-5 is continually increasing, often with bumper to bumper congestion. When this happens, traffic tends to exit via Main Street and Fourth Plain Blvd. as alternative routes. A lot of this traffic is headed downtown, or crosstown to the Port of Vancouver. For the vast majority of the workday, traffic congestion occurs on Fourth Plain Blvd from the Clark County Health Department building, through the I-5 overpass, all the way through the Broadway and Main Street intersections, and beyond to the Kauffman area. The same is true for both north and southbound traffic on Main Street and Broadway. Traffic volumes are significantly higher than they were just a few years ago. This is a regular, daily problem. It can take several signal cycles for vehicles to navigate this corridor and this specific intersection. There are also regular occurrences of drivers turning off into neighborhood streets, some of them marked "do not enter" in order to avoid this congestion — this too is a regular and frequent problem. When congestion eases, the traffic tends to exceed the posted speed limits, and when the traffic signals change, this causes frequent near miss accidents, and squealing brakes. I have personally witnessed</p>

Date	Comment
	<p>various near miss accidents in this area (often including large trucks) and vehicles have crashed into residential properties along this corridor in the past. There are residential properties that are adversely impacted by heavy traffic all along Fourth Plain Blvd., from I-5 westward to the port. At various times during the day, heavy traffic is backed up for several cycles at all 6 traffic signals, in all directions, at the intersection of Broadway/Main and Fourth Plain Blvd. All turn lanes are commonly in use. When emergency vehicles are dispatched directly into this mix, the result could only mean the increase of potential accidents and damage, and responders having to navigate through the area on the wrong side of the road. I don't see how this location will meet the stated goal of improved emergency response times under these conditions.</p> <p>According to the Southwest Washington Clean Air Agency, traffic congestion issues are handled by the City of Vancouver, the Washington State Department of Ecology, or federal authorities. The Clean Air Agency does not deal with traffic problems, such as emissions. Please note that it is impossible for residents along Fourth Plain Blvd. to use or enjoy their yards due to traffic emissions (mostly from trucks) and noise. The noise volume is so loud that one cannot hear a conversation side by side, and the residue from exhaust emissions is so heavy that soot covers existing structures to the point that I must pressure wash my building on a regular basis. Add increased Fire Trucks and Ambulance trips to this mix, and things will only get worse. I welcome anyone from the city to come and sit on my front porch to experience this for themselves.</p> <p>Also according to the Southwest Washington Clean Air Agency, Fourth Plain Blvd. is used as a major truck route to the Port of Vancouver, inspite of the City's construction of the Mill Plain extension. For various reasons, this section of Fourth Plain Blvd. is being overrun with uncontrolled traffic, much of it dangerous freight hauling. It is important to note that several of the speeding freight haulers that go past my front door are single or double tanker trucks with explosive and/or hazard symbols on them. These trucks are within 25 feet of the front of my home, and I wonder when one of these trucks might accidentally explode. It is reasonable to conclude that long-range use of the Fourth Plain Blvd. corridor is contrary to the common uses of private residential parcels all along the corridor. This ongoing problem has long been voiced by residents along the 39th street residential corridor, who experience these same issues, though not to the volume experienced on Fourth Plain Blvd. Concerns of residents along these corridors have gone unaddressed without a traffic control plan to alleviate these pressures.</p> <p>Please note that there are various manholes along the corridor, one directly in front of my home. When large trucks hit this manhole cover, it causes a seismic shudder that literally rattles the structures nearby, including my home. This goes on all day, and all night. Calls to the City Operations department to discuss this problem were not returned. When viewed from above, there are visible large stress cracks in the asphalt that radiate outwards from the manhole cover. It is possible that over time, these stress cracks could result in roadway failure of some sort.</p> <p>Traffic along Fourth Plain Blvd. is continuous, and very heavy. There is no regular or reliable traffic enforcement beyond signals and signs. The heavy traffic includes semi trucks, double tanker trucks, cargo containers, double decker auto transports, construction trucks such as gravel haulers and cement trucks, and all manner of transport freighters serving the port. Emergency response vehicles are currently a small percentage of the traffic. I usually see fire engines and ambulances on daily basis, but only a few times per day, which is no big deal. The proposed project would dramatically escalate emergency response traffic in this corridor. When the traffic is not as heavy, it tends to move far faster than the speed limit, regardless of the the traffic controlling devices in place, thus increasing the various dangers along the corridor. Truck traffic along the corridor is continual, and the noise of freight hauling awakens residents all through the night. I am aware that emergency</p>

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	<p>responders are exempt from noise control ordinances per state law, but I can't help but wonder how additional Fire Department traffic will impact the ongoing issues, notably noise problems, especially during regular sleeping hours.</p> <p>Fire department personnel were consulted to determine elements of the design of the interior of the proposed Fire Station 1 facility to improve operation. However, it is my understanding that fire department personnel, those who would be manning the facility, have similar concerns about the location of the facility at the noted intersection, specifically traffic safety concerns.</p> <p>Early on in the public process, the city mentioned that the location at the Broadway/Main intersection was chosen specially to bring emergency responders closer to the potential blast zone radius along the railroad tracks, due to increased hazardous oil trains moving through west Vancouver and the Port. Fracking oil trains are volatile and are extremely combustible with very low flash points, as seen from various train accidents around the country. It makes sense to protect the public from this hazard. What does not make sense is that the proposed Fire Station 1 would be regularly stuck in gridlock. I realize that there are limited resources for emergency response facilities, and that parcels to develop these projects are rare, but cramming a station into a chokepoint does not seem logical. Other neighbors have voiced that placing a station closer to the Port on industrial land that does not adversely impact residents would be far more reasonable than placing it in the middle of all the congestion at the noted intersection. I agree.</p> <p>In terms of the SEPA checklist, I believe the daily trip count for the proposed Fire Station 1 of only 41 vehicular trips per day is sorely underestimated. I have been on ride-alongs and understand that emergency vehicles are constantly being dispatched. The proposed station will also have a meeting room, which may be intended for public use, and that will add to the traffic count. I believe a thorough traffic study is much needed along this corridor to identify the noted traffic control problems before a conditional use permit is granted, and that traffic control plans need to be implemented before a permit can be issued. There is a need for posted quiet hours along Fourth Plain Blvd. where freight haulers are instructed to use a designated truck route to protect residents. Vancouver has grown to the point that these overarching issues need to be addressed before we lose the livability of our neighborhoods due to a lack of consistent planning. I also believe that an air quality study is needed to determine the impacts of traffic emissions in the corridor, especially to adjacent residential parcels. People with impaired breathing function are adversely impacted by these conditions. The design plans for the proposed Fire Station 1 include safety features to treat exhaust from fire engines, so clearly emissions can and will be a problem. How does this new technology impact surrounding properties?</p> <p>These comments are offered in the hope that they will be considered fairly, as the planning department has already acknowledged these noted concerns to be reasonable.</p> <p>Sincerely,</p> <p>Mike Bertish</p>
3-9-16	<p>I feel like there's no where near enough public transportation options, especially between Vancouver and Portland. Why is it that the express busses stop running so early? Why don't they stop further up along uptown / Main Street? Why do routes besides the #4 get such infrequent servicing?</p> <p>Ramiro Franco</p>

Date	Comment
3-9-16	<p>Was just reading the existing and future conditions documents and came across this line that caught me a little by surprise:</p> <p>"Even with the significant growth in the downtown core and Waterfront Development area, there are no projected capacity issues for the Mill Plain and Fourth Plain corridors"</p> <p>Couple of things related to that that seem to have been ignored in the rest of the study.</p> <p>First, I think anyone who's tried to get on to I-5 south at the Mill Plain onramp between 6am and 10am would argue that there aren't capacity issues already on Mill Plain. My only guess is that the study was considering the overall capacity of Mill Plain and ignoring the backup caused there. One or two trucks, coupled with the cut-through traffic coming down Main Street, can make it so that it takes about 20 minutes to travel just a few blocks at peak AM times.</p> <p>Second, it seems that the construction of the new fire department building on Fourth Plain and Main Street wasn't taken into consideration in the reports (though I did see a few comments mentioning it in the appendix). Once built, congestion on Fourth Plain and Main Street may make it extremely difficult for emergency personnel to even get out of the building, let alone to any emergency. (Yes, I know folks are supposed to clear the way, but we also know that commuters have a tendency to disregard the rules, as articulated pretty well by the nearly 1/4 of accidents being caused by folks ignoring traffic laws).</p> <p>Name: Justin Stanley</p>
3-10-16	<p>I attended the Port of Vancouver meeting Tues and was very interested in your report on transportation issues on the westside.</p> <p>Two items has me putting your research into my areas of concern:</p> <p>1- Mill Plain looks to be the main truck route and if that is the case then do the locals just have to put up with even more congestion? Do we need a truck lane similar to the HOV lanes on interstate 5 for just trucks during certain hours of the day?</p> <p>2- Traffic concerns are one thing but bicyclists an pedestrian flow is another. Why can't we figure a way to get from Burnt Bridge Creek greenway at Bernie Drive and Fruit Valley Road to Vancouver Lake and Frenchman's Bar. I have an idea that would go down Fruit Valley Road and across the south side of Vancouver Lake to Lower River Road that would connect from the north. Maybe NE 32nd avenue could play into this?</p> <p>Bruce Davis</p>
4-19-16	<p>Hi Patrick,</p> <p>A few of us talked with you at the end of last year about the potential to add a few crosswalks in the Uptown area.</p> <p>With the recent sun out, I'm reminded how dangerous these sections are on Main St. from 19th St. to 24th. I see a few sections that people are regularly crossing in dangerous situations.</p> <p>How would I go about picking this conversation back up and seeing how make this happen?</p>

Date	Comment
	<p>Thanks!</p> <p>Steve Valenta</p>
6-7-16	<p>I just watched this video. Nice job! I want to echo Eric's comments. Such a great job putting that in to concepts that are easy for laymen to digest. Keep it up!</p> <p>John Borgen</p>
6-7-16	<p>Upon reviewing the final draft of the Westside Mobility Study, I am impressed with how the report strives to respond to people's concerns.</p> <p>I applaud the proposed prohibition of freight traffic on 39th and the suggested pedestrian safety improvements (raised crosswalks and hopefully some traffic signals.) The freight traffic on such a narrow street has significantly and negatively impacted our neighborhood. The removal of on street parking on 39th has also negatively impacted some residents on the street. Even lower income deserve a safe way to access parking. It may be that something will need to be done at Kauffman and 39th, in addition to Lincoln and 39th, so that traffic exiting those residential areas can get onto a busy 39th Street.</p> <p>I am also very pleased to see the proposed Daniels/Washington bikeway proposal. This is a wonderful idea and is such an improvement from trying to make Columbia fill all needs. (I may take up bicycling, if I feel safe!)</p> <p>I am open to the concept of a road diet for Upper Main, but am concerned that it will result in spillover traffic onto the tiny 45th and onto Columbia. Both streets are already heavily used during commuting times.</p> <p>Please have a look at how to make the intersection at Columbia and 33rd more safe. I have had a friend get t-boned there and another very nearly (where the person did not stop at the intersection while westbound on 33rd).</p> <p>Thank you for working so hard to incorporate people's concerns.</p> <p>Name: Cynthia Thornton-Tang</p>
6-8-16	<p>I really feel that the funding of bike trails and people trails need to be a pay to play. Funding for all this stuff continues to come out of vehicle taxes, gas taxes, homeowners taxes. But all you have to do is get on a bicycle and ride. There isn't any competency test, no license tag fee, no nothing. Just ride, virtually anywhere, sidewalk, street. A lot of them don't follow traffic laws, cut in and out of traffic, cause accidents. Seldom held accountable.</p> <p>Trucks, semi's you need an additional endorsement for. Look at motorcycles for instance. There is a different category for every single style of motorcycle. Two wheels, then Side car, three wheels with two in rear one in front, and three wheels with two in front one in rear. Each endorsement costs \$ and a test requirement.</p> <p>It's not a fair assessment to take away vehicular traffic lanes that are bought and paid for by vehicle use taxes and handed over free to a different class of transportation.</p> <p>Name: William Wold</p>
6-8-15	<p>The biggest concerns I have as a west side resident:</p> <p>I love to bike, and walk and live in fruit valley, but the biggest barriers to biking in my area are safety related.</p>

Date	Comment
	<p>I often bike with my child, and if we were to bike to the library for example I have two choices, to bike down fourth plain which lacks a safe bike lane, and in some places even lacks sidewalks, or go down mill plain which has enough room, but due to the increased homeless population has risks of dirty needles, unstable people, and massive amounts of trash. Neither of these options are a safe, and viable one for my family.</p> <p>We tried to walk to the department of licensing once last year along mill plain. I will never walk there again. I educated my child about dirty needles, wished I carried pepper spray, and had worn closed toed shoes. It was disappointment, and at times scary.</p> <p>Name: Laura Francis</p>
6-9-16	<p>For your WSMS project file...crash photos / traffic safety</p> <p>I thought you might be interested in this story: Vehicles crash into building at Fourth Plain and Broadway, http://www.columbian.com/news/2016/jun/08/vehicles-crash-into-building-at-fourth-plain-and-broadway/</p> <p>Todd Boulanger/Sent via the The Columbian Android App.</p>
6-9-16	<p>Mr. Patrick Sweeney Principle Transportation Planner City of Vancouver, WA. 98668</p> <p>I am writing in support of the recommended action plan to prohibit freight on 39th St. I look forward to the council's support as you proceed to the final draft or reading on July 18, 2016. Neighborhood livability and safety will be greatly improved. Thank you.</p> <p>Eileen Higbie 501 W. 39th St. Vancouver, WA 98660</p>
6-10-16	<p>As a bike commuter, I appreciate the attention given in the plan to make cycling easier and safer in the city, and to create connections and corridors. I know there will be more discussion about what corridors to select, but I appreciate the openness of staff to various ideas. And as a pedestrian, attention to Main St. is most welcome.</p> <p>Thank you,</p> <p>Name: Madeleine von Laue</p>
6-10-16	<p>I especially like proposals to increase pedestrian and bicycling safety and mobility. The Daniels/Washington street bikeway recommendation on pg 33 is brilliant! These kind of projects promote our health and livability, plus make Vancouver a more attractive place in which to live.</p> <p>Name: Dan Packard</p>
6-10-16	<p>These are the comments I shared with CoV staff during the June Bike and Ped Stakeholder meeting. Comment Submittal 1 of 2.</p> <p>Data Collection / Analysis:</p>

Date	Comment
	<p>Overall a great job and very helpful...as these issues have not been comprehensively studied and evaluated for this district in over 8 years...especially as things have changed.</p> <p>Process: It was very helpful for the project manager to give the committee a workshop presentation on the draft plan and its high clip priorities.</p> <p>But it was not ideal that the proposed policies and projects were not vetted with the stakeholder group until after being released to the public as a draft document. The stakeholder committee would have been able to help refine and support the WSMS process if approached before the draft was finalized. A missed opportunity given the comments discussed at the meeting.</p> <p>Suggested Content Revision/ Enhancement for Final Report:</p> <ol style="list-style-type: none">1) The mobility strategy is missing an important component: CTR / TDM and especially for the industrial workers at the Port of Vancouver properties and adjoining industries...there is no real transit or CTR efforts out there similar to Swan Island's efforts or an industrial version of Destination Downtown. The roadway capacity of these workers SOV travel could be better used by the freight they so desperately want to move for job a growth. Overall the plan's solutions are very capital construction / facility centric.2) As also discussed during the June City Council WSMS workshop, please highlight the role of Columbia as a regional commuter bike facility and the future potential phase enhancements of bike lanes (potentially done by a 2019 planned pavement reconstruction), as portions of this planning document make it seem that it is no longer a supported project by the City;3) There needs to be more analysis of how the proposed future Washington-Daniels route would function (how much quicker or slower would it take bike commuters to use it vs. the traditional Columbia route)...a simulation of the delay this longer route would take given the delay that the more complex signalization would take.4) As discussed during the last Bike Ped Stakeholder meeting, there needs to be further analysis per regional project coordination that could impact the opening of the Washington/ Daniels bikeway...such as to take into consideration any reconstruction of SR-501 intersections (removing the humps) and the reconstruction of the I-5 / SR-501 interchange (can big trucks moving wind mill parts make it through to I-5 or will they continue to need to use Washington Street)...thus delaying the bikeway to years 3 to 6 or 6 to 9?5) Given the unknowns in #4 above...and the desperate need for reconstruction of Columbia (postponed since 2006)...I would recommend that the Columbia reconstruction work be moved up to 2017/ 2018 so as to be an improved detour route and thus done before the Washington bikeway work and the Mill Plain / Washington reconstruction work disrupts north south bike access to the I-5 Bridge. Columbia Street would bypass this construction zone. Otherwise these construction projects would likely depress bike commuter trips for the construction period and a few years after. <p>Name: Todd Boulanger</p>