



Westside Mobility Strategy Community Forum #1: Existing Conditions

Saturday, May 30, 2015; 9AM to Noon
Discovery Middle School Commons, 800 E. 40th Street, Vancouver, WA 98663

Meeting Summary

Overview

The City of Vancouver held its first community forum for the Westside Mobility Strategy on Saturday, May 30 from 9:00 am to noon at Discovery Middle School. There were three primary elements of the meeting:

- A Power Point 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 signed in for the event, which was publicized through the City website, 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. The purpose of the meeting was to formally kick off the community engagement portion of the project, initiate a community conversation about existing transportation conditions in West Vancouver and solicit feedback from meeting participants.

As participants arrived to sign in they were given a name tag. Each name tag had a number on it indicating a table assignment where individuals were asked to sit for the small group discussions. Tables



could accommodate 5-7 participants plus one table facilitator and each table featured a large map of the study area, index cards for panel comments, pens, a copy of the Power Point presentation and a large flip chart pad to record comments. Handouts and project maps were available at the sign-in table.

The Takeaways

Generally, meeting participants recognized the challenges inherent in improving transportation in West Vancouver equitably and for all modes. Developing a clear strategy and then achieving consensus to implement the specific recommendations were seen as the greatest challenges to overcome. Participants also seemed to recognize that Vancouver is on the cusp of change and that not everyone welcomes change. Preserving neighborhood charm and livability while accommodating growth will be critical. This will require a wide range of transportation improvements, coordination among multiple agencies and jurisdictions as well as the identification of new funding sources.

The most common suggestions for what should be changed included better signage, consistent traffic signals/timing and more law enforcement throughout the street network. Participants agreed that small street network improvements could go a long way toward making the entire transportation system more efficient. New bicycle/pedestrian facilities were desired, especially along north/south corridors where crossing busy east/west arterials can be challenging. Kauffman, Lincoln, Daniels, Columbia and Washington streets were seen as potential options to meet this need. The importance of Fruit Valley Road in the system was recognized and replacing the Fruit Valley Road bridge with a wider bridge is desired. Limiting the impacts of articulated trucks on residential neighborhoods remains a priority, particularly along 39th Street. In the long run, finding a permanent solution to the I-5/Columbia River Crossing was viewed as necessary to alleviating traffic impacts on the local street grid and enhancing neighborhood livability.

Meeting Introduction and Presentation

Doug Zenn (HDR, Inc.), the meeting moderator, started the proceedings shortly after 9:00 a.m. and welcomed participants. Patrick Sweeney, Westside Mobility Strategy Project Manager for the City of Vancouver, then provided a round of team introductions and explained the purpose of the event. Andrew Johnson, project manager for the HDR consultant team, provided a Power Point presentation with information outlining existing conditions of the various Westside neighborhoods and eight high travel arterials (four north/south arterials and four east/west arterials). He also reviewed findings from recent traffic data that had been collected on the roads in the study area. A copy of the Power Point is available at www.cityofvancouver.us/WestsideMobility.

Moderated Panel Discussion

Following the presentation, Doug Zenn facilitated a panel discussion with community representatives. Panel members included:

- Officer Tyler Chavers with the Vancouver Police Department

- Michael Lary, Vancouver Downtown Association Board Member and owner of The Source Climbing Center
- Noland Hoshino, Vancouver Neighborhood Coalition and President of Northwest Neighborhood Association
- Jim Craig, Terminal Manager for Food Express, Inc.
- Patrick Sweeney, City of Vancouver, Westside Mobility Strategy Project Manager

The panel discussion was centered on the following three questions. As the panel responded to questions, the audience was encouraged to use index cards to submit additional or clarifying questions to the facilitator to be included as part of the discussion.

1.) *In your view, what are the biggest challenges/obstacles to improving transportation in West Vancouver?*

Overall, the panel agreed that achieving consensus among the community, consisting of a broad range of transportation users, while maintaining constructive conversations will be the biggest challenge to improving transportation in West Vancouver. And specifically, enhancements on Lincoln Avenue, including sidewalks and drainage, will help pedestrian and bike flow through West Vancouver.

2.) *Name one change you would make, if you could, that you think would provide the greatest benefit.*

Answers ranged from a new I-5 bridge over the Columbia River to eliminating articulated truck traffic on 39th Street to improved timing of traffic lights and design/layout consistency for east/west corridors. It was also stated that increased foot traffic on Main Street will improve local business viability.

3.) *What is one existing condition you would want to preserve?*

The overarching response was to preserve the livability, charm and sense of community of west Vancouver neighborhoods and the downtown area.

Additional questions to the panel included:

- *During the presentation, a lack of consistency in the east/west corridors was mentioned; can you elaborate?*
Panel members discussed the lack of consistency between corridors, focusing on inconsistency of crosswalks at street crossings and types of crosswalks used throughout the corridors.
- *What are your concerns, specific to the different arterials?*
78th Street has more traffic than anticipated. The relationship of 78th Street to Fruit Valley Road is concerning, as Fruit Valley Road doesn't have the same capacity/capability as 78th Street. Morning congestion on Fruit Valley Road is increasing, posing more problems for adjacent land uses with freight trucks that use Fruit Valley Road to get to the I-5 corridor.
- *Can you articulate what constitutes "charm" in West Vancouver?*

Panel members stated that “charm” related directly to walkability and livability of the area, as well as thriving businesses. The panel agreed that with this comes the necessity for trucks and deliveries; finding the best way for these elements to work in harmony will be the challenge moving forward.

- *Can you explain how public transportation should be integrated?*

Public transportation is lacking in west Vancouver, and the panel agreed it is a great way for people to get downtown without creating additional parking issues. With the Vine Bus Rapid Transit (BRT) system opening in late 2016, the nature of public transportation in Vancouver will begin to change.

- *Isn't the CRC the 800 pound gorilla in the room? Improvements to the I-5 Bridge could have an effect on the entire system. Thoughts?*

Panel members noted that CRC would have brought more commerce and people into Vancouver and help move traffic off of the neighborhood streets, reducing congestion and improving safety. It is not uncommon for these types of mega-projects to be rejected the first time around. The need for I-5 corridor improvements still remains.



While most of the questions received from the audience were addressed during panel dialogue, time was not permitted to respond to all questions. A list of all questions that were not addressed, but noted, follow:

- *What will the Mill Plain interchange look like? How will it change with a new bridge? Won't that ultimately affect the traffic and usage of Mill Plain and how?*
- *Would the panel like to see all non-local freight and commerce traffic removed from grade-level streets (Mill Plain, Fourth Plain, 39th Street and Waterfront Avenue), yet have extra capacity for all modes?*
- *I see two plans need to be developed: one assuming a new I-5 Columbia River bridge (a number of years away) vs. not – it really impacts community members' choices.*

- *Question to truck firm representative: Do you think adding one or two traffic signals to Fourth Plain (Daniels/Franklin) would make Mill Plain a more desirable truck route (less delay than new Fourth Plain)?*
- *Highway 14 users take City Center exit and make a left turn at Washington St. to get to the bridge. Any resolution to this?*
- *We understood that the Fruit Valley Road bridge over the railroad at Whitney was closed to heavy articulated trucks. Is this true? Should we put money into rebuilding it?*

Small Group Discussions

After the panel discussion, meeting participants took a short break and reconvened at their assigned tables to begin the small group discussions. As with the panel dialogue, each of the eight tables went through a similar process of having their table facilitator ask the same three questions that were presented earlier. However, this time their feedback was recorded on the study area maps and flip chart pads. The table groups were given 45 minutes to engage with their fellow community members to:

- 1.) *Discuss challenges and obstacles to improving transportation;*
- 2.) *Identify changes that would make the greatest benefit; and*
- 3.) *List existing conditions they would want to preserve.*



At the end of the table discussions, each facilitator was asked to report back to the group at large, sharing highlights from their conversations. The major themes amongst all tables by questions were:

- 1.) *Challenges/Obstacles*
 - a. Achieving a common vision and consensus
 - b. Collaboration amongst local agencies and constituencies
 - c. Public perception and attitude towards change
 - d. Preserving livability, historical neighborhoods and institutions
 - e. Managing a complex transportation network with different needs and understanding the associated trade-offs
 - f. Addressing all modes of transportation with limited capacities
- 2.) *Recommended Changes*
 - a. Better signage and traffic signals/timing
 - b. More consistent and improved bike and pedestrian facilities

- c. I-5 and river crossing solutions (to improve transport and access, and help alleviate west side traffic congestion and impacts)
- d. Better truck routing systems (and eliminate articulated trucks on 39th Street)
- e. Improvement/widening to the Fruit Valley Road bridge
- f. Better traffic enforcement to help control speeding

3.) *Existing conditions to preserve*

- a. Livability and neighborhood historic charm (specifically Main Street, Lincoln Ave., Downtown and 39th Street)
- b. Public amenities including sidewalks, bike lanes, crosswalks, trees, parking and green spaces

A detailed list of all participant feedback provided on the maps, flip chart notes, and comment cards can be found in the attached *Appendix: Community Forum #1 Small Group Feedback, Map Comments, and Comment Form Summary*

The meeting adjourned at 12:15 pm.





Westside Mobility Strategy
Community Forum #1: Existing Conditions

**Appendix: Community Forum #1
Small Group Feedback, Map Comments, and
Comment Form Summary**

Small Group Feedback

Question 1: In your view, what are the biggest challenges/obstacles to improving transportation in West Vancouver? Bold = frequently mentioned.

- **Funding for improvements**
- **Construction of systems – limited space and disturbance**
- **Preserve/maintain neighborhood livability**
- **Lack of biking facilities**
- **Achieving consensus about priorities**
- **Balancing all transportation needs**
- **Need culture shift towards change and impacts**
- Auto-centric
- Social dissonance
- Bringing more people downtown
- No restriction of truck traffic
- Geographical layout – neighborhoods between I-5 and Port
- Lack of affordable housing
- Safety – driving, walking, bike routes
- Lack of consistency (e.g. sidewalks, bike routes, etc.) Don't sacrifice neighborhoods for jobs
- Looking at roads as a network
- Right-sized vehicles for deliveries; restrict times in downtown
- Keep the alleys
- I-5 bridge
- Keeping up with growth
- Maintaining historical neighborhoods
- Changing driving habits
- Acceptance of transit
- Popular misconceptions



- Change in general
- Political will/conflict
- Wide roads invite heavy/fast traffic
- Lack of enforcement
- Lack of business engagement
- Lack of coordination among groups (government, neighborhoods, businesses)
- Mill Plain onto I-5 south-bound too tight for oversized loads
- Getting people in and out of the Waterfront
- Main Street cut-through from I-5 southbound
- Potential impact of CRC
- Education of drivers, bicyclists and pedestrians
- Shared space causes conflicts
- Cell phone usage, pot, etc.
- Parking spill over into neighborhoods/impacts of new development
- Continued cost of municipal parking lots/structures
- Port of Vancouver's support, input and coordination
- Understanding trade-offs by having proper information
- Collaboration with BNSF/Rail, freight groups, Clark County, City of Vancouver, neighborhood associations, community/public at large, business groups/chamber of commerce
- Common understanding of a vision
- Managing all components of a complex network (matching the context)
- Buy-in from all neighborhoods
- Addressing all modes of transport in growing community
- Make Mill Plain work better
- Reduce traffic on Fourth Plain
- Re-evaluate "arterials" – what traffic calming can work on different sections? Could signage on I-5 help direct trucks to interchanges?
- Too much commuter traffic southbound on Fruit Valley Road
- Steep hill on 48th

Question 2: Name one change you would make, if you could, that you think would provide the greatest benefit. Bold = frequently mentioned.

- **Eliminate articulated trucks on 39th Street**
- **Improvement/widening Fruit Valley Road bridge, as well as corridor improvements on 78th to 61st**
- **Consistency and timing of signals (Kauffman/Fourth Plain, eastbound left turn too long)**



- **Pedestrian access from residential area south of Fourth Plain to Fruit Valley Elementary dangerous**
- **Traffic impacts downtown for drivers cutting through to avoid or get on I-5**
- **Better bus service**
- **Need sidewalks and drainage on Lincoln**
- **Speeding on Fourth Plain between Kauffman and Columbia, need signals with crosswalks**
- **I-5 bridge improvements, including light rail**
- **Need bike lanes**
- County participation
- Close the on ramp to I-5 south at the southern end of Washington Street from 7 - 9 a.m. Closing it for those two hours daily would dramatically change the flow of traffic the entire length of Main Street
- Enforce traffic laws
- Bike lane changes
- Bring back parking on both sides of 39th Street
- Improve bike parking
- Complete project at Fruit Valley and 32nd bypass
- Need better directional signage on Fourth Plain/Fruit Valley Road and at Mill Plain railroad crossing
- Add jobs
- Add restaurants
- Destinations
- Neighborhood commercial for daily needs to reduce driving
- Grocery store
- Affordable housing
- Add/remove traffic signals
- Better access and safety: consistent pedestrian crossings and sidewalks, consistent bike facilities for Columbia and Lincoln, Kauffman and Burnt Bridge Creek
- 39th Street and Lincoln intersection – increased traffic control/flow control for all modes of traffic
- Better access between border: light rail from Portland to Vancouver, bridge from the Port to Oregon
- Have local truck companies collaborate and agree to designated truck routes
- Make it desirable and intuitive for trucks to take identified routes
- Shift Lincoln priority to reflect demographic changes
- Street signs need to be upgraded/replaced
- Right turn from eastbound 39th Street to southbound Main is difficult with poor visibility

- Signals south of Mill Plain need to be upgraded
- Traffic back-ups on 39th Street between I-5 and Columbia
- Mix of stops, lights, one-ways around downtown/uptown
- 45th Street too narrow between Washington and Main Street
- Poor visibility at Old City Hall
- Traffic weaving at southbound on-ramp at Mill Plain
- Fix connection between Lincoln and Kauffman
- Change classification of 39th Street
- Full re-build of Mill Plain interchange
- Prioritize 32nd exit north
- 39th Interchange flow from SR 500 is concerning
- Truck restrictions in regards to weight, times, enforcement, and location (route)
- Fast traffic on Lincoln in am/pm
- Extension of 32nd Street
- Freight bridge to west across Columbia
- Weekend signals should allow for better north/south movement
- Crosswalks and traffic lights needed at Fourth Plain and Franklin
- Add sidewalks near schools in north (connected sidewalks)
- More off-street parking
- Consider changing traffic light timing in am/pm
- Improve transit at Fourth Plain and Lincoln
- 39th between Main Street and Lincoln: lanes too narrow for both traffic and bikes
- Washington underutilized
- 22nd and Broadway is a blind intersection, four-way stop
- Water system infrastructure is failing – broken waterlines are creating sinkholes, and repairs keep resulting in patches, affecting both pavement structure and smoothness/ride
- C and 25th cut through S. Broadway, Main at Fourth Plain
- Morning gridlock at 5th between Columbia and Broadway
- Improve intersection at 78th Street and Fruit Valley Road
- Commuter traffic southbound on Fruit Valley Road is an issue
- Traffic light delays at Fourth Plain and Columbia, hard to cross as pedestrian
- Cars and trucks running red lights east and west bound on Columbia and Fourth Plain
- Speeding on Lincoln between 53rd and 39th
- More sidewalks between Benjamin Franklin Elementary and Lincoln Elementary
- Traffic issues with pick up/drop off for immersion program at Benjamin Franklin Elementary
- Need sidewalk to connect Division and Washington (major streets)



- Vancouver School of Arts and Academics: school drop-off/pick-up creates traffic and safety issues
- I-5 congestion is a major obstacle, as it creates cut-through, north-south traffic that burdens neighborhoods
- Speeding issues in many places; need increased enforcement but not enough resources (can neighborhoods opt into a local sales/property tax increase to pay for dedicated enforcement?)
- More intuitive crossings for pedestrians at Columbia and 39th Street
- Consistent bike facilities full length of Columbia and Lincoln/Kauffman, Burnt Bridge Creek Crossing – no sharrows
- Consistent bike facilities at Fourth Plain and Kauffman – no sharrows
- Improve west side bridge on Fruit Valley
- More intuitive for trucks to take two routes: N via 78th Street and S via Mill Plain (not with policy or signs but improved traffic flow, easier travel)
- Narrow and old section of north Fruit Valley Road, on lakeshore
- Need sidewalk on Lincoln and 53rd by Benjamin Franklin Elementary
- 45th Street too narrow at Main Street
- Obstructed view at 39th Street and Lincoln
- New fire station at Main Street and Fourth Plain will add to traffic
- Traffic timing at Fourth Plain and Kauffman
- Improve visibility on 8th and Franklin
- Highway 14 traffic on 5th and Columbia
- Traffic, visibility, as well as width and lights, on 13th between Columbia and Main
- Outdated signals need to be updated from timed to sensors on I-5 and entire downtown area south of 15th and Mill Plain
- Bike/pedestrian access is dangerous on 32nd and Lower River
- 39th and Fruit Valley intersection needs a lighted signal
- Extend public transportation (C-Tran) at Fourth Plain and Fruit Valley
- Signal inconsistency from Washington to Broadway
- Speeding of trucks and cars on Fourth Plain and Columbia
- Need a bike/pedestrian only bridge through Burnt Bridge Creek Park
- Need a path around Discovery Middle School
- Future over crossing (5th Street) land bridge
- Hough Elementary - school crossing/walk at Fourth Plain and Daniels. Stop sign needed. Stop sign also needed at Fourth Plain and Franklin
- Infill bike lane at east end of Fourth Plain, extending over I-5
- Bike lanes on Main Street (Road Diet)
- Complete bike lane on Mill Plain before I-5



- Bikes are not allowed on I-5 north of SR-14 interchange
- Replace and widen sidewalks on north end of Fruit Valley
- Weight restriction on 39th Street
- More marked, painted crosswalks on 39th Street
- Trucks only on Mill Plain
- Bike route changes on Columbia, south of Fourth Plain
- Pedestrian signal at Daniels and Fourth Plain
- Signal on 39th Street and Kauffman
- Remove pedestrian island on 39th Street and Daniels
- Pedestrian signal on 39th Street and Washington
- Move Vancouver School of Arts and Academics
- Close ramp to I-5 in am (except for bus and carpool) at southern end of map

Question 3: What is one existing condition you would want to preserve? Bold = frequently mentioned.

- **Neighborhood historic charm, specifically Main Street/Lincoln, Downtown and 39th Street**
- **Affordable diversified housing, specifically along Fruit Valley**
- **Burnt Creek Trail and Vancouver Lake access**
- **Safe access throughout west side**
- **Access, new underpasses to waterfront**
- **Thriving Downtown**
- **Walkability**
- Quietness
- Livability
- Across service enforcement
- Parking
- Balance car parking
- Existing bike lanes
- Liberty Park
- Fourth Plain as three lanes
- One-way streets
- Alleys, sidewalks, pedestrian crossings
- Keep as much truck traffic on Mill Plain as possible
- Keep Evergreen Boulevard functional
- Large lots, garden space
- Recreation along Columbia
- Convenient City services
- Trees



- Sound wall
- Smaller streets
- Esther Shore Park
- Bike/pedestrian facilities and access
- Space for potential future light rail accommodations
- New section of Mill Plain west of Markle
- Sidewalks on Fruit Valley between 39th and 61st Street
- New railroad bridge on 39th Street, wider and multi-modal
- Where 8th was re-routed
- Keep Waterfront focus
- Keep Fourth Plain streetscape: growth is a challenge, maintain residential uses
- Mixed demographic profile
- Public schools to remain as neighborhood hubs
- Keep Safeway on Main Street
- Industry jobs and quality of life
- Support active/public transit
- Park accessibility in order to preserve schools
- Fruit Valley Road
- Kauffman and 13th intersection
- Mill Plain onto I-5
- Ramp from Fruit Valley Road to 78th Street
- Smaller streets
- Wide streets on Kauffman and Columbia
- Keep Evergreen as an east to west arterial
- Industry parking lots on Lincoln between Fourth Plain and Mill Plain
- Sidewalks on Markle between Fourth Plain and Mill Plain
- Path through John Ball Park
- Esther Short Park
- Keep downtown nice – place to be, accessible to walkers
- Area surrounding Lincoln Elementary, nice place to live

Map Comments Organized by Location-Specific

Mill Plain Boulevard

Challenges:

- Mill Plain onto I-5 south-bound too tight for oversized loads

Suggested Changes:

- Full re-build of Mill Plain interchange
- Traffic weaving at southbound on-ramp at Mill Plain
- Signals south of Mill Plain need to be upgraded
- Need better directional signage on Fourth Plain/Fruit Valley Road and at Mill Plain railroad crossing
- More intuitive for trucks to take two routes: N. via 78th Street and S. via Mill Plain (not with policy or signs but improved traffic flow, easier travel)
- Outdated signals need to be updated from timed to sensors on I-5 (most southern portion of map). Entire downtown area south of 15th and Mill Plain
- Complete bike lane on Mill Plain before I-5
- Trucks only on Mill Plain
- Industry parking lots on Lincoln between Fourth Plain and Mill Plain
- Sidewalks on Markle between Fourth Plain and Mill Plain

Please Preserve:

- Mill Plain onto I-5
- Keep as much truck traffic on Mill Plain as possible
- New section of Mill Plain west of Markle

Fourth Plain Boulevard

Suggested Changes:

- Pedestrian access from residential area: south of Fourth Plain to Fruit Valley Elementary dangerous
- Speeding on Fourth Plain between Kauffman and Columbia, need signals with crosswalks
- Extend public transportation (C-Tran) at Fourth Plain and Fruit Valley
- C and 25th cut through S. Broadway, Main at Fourth Plain
- Improve transit at Fourth Plain and Lincoln
- Crosswalks and traffic lights needed at Fourth Plain and Franklin
- Long pedestrian wait on Fourth Plain and Columbia due to semis turning
- Need better directional signage on Fourth Plain/Fruit Valley Road and at Mill Plain railroad crossing
- Traffic light delays at Fourth Plain and Columbia, hard to cross as pedestrian
- Cars and trucks running red lights east and west bound on Columbia and Fourth Plain



- Consistent bike facilities at Fourth Plain and Kauffman – no sharrows
- New fire station at Main Street and Fourth Plain
- Consistency and timing of signals (Kauffman/Fourth Plain – left turn too long)
- Hough Elementary - school crossing/walk at Fourth Plain and Daniels, stop sign needed. Stop sign also needed at Fourth Plain and Franklin
- Infill bike lane at east end of Fourth Plain, extending over I-5
- Bike route changes on Columbia, south of Fourth Plain
- Pedestrian signal at Daniels and Fourth Plain

Please Preserve:

- Industry parking lots on Lincoln between Fourth Plain and Mill Plain
- Sidewalks on Markle between Fourth Plain and Mill Plain
- Fourth Plain as three lanes
- Keep Fourth Plain streetscape: growth is a challenge, maintain residential uses

39th Street

Suggested Changes:

- 39th between Main Street and Lincoln: lanes too narrow for both traffic and bikes
- Long pedestrian wait on 39th between Fourth Plain and Columbia due to semis turning, need more intuitive crossings
- Change classification of 39th Street
- Traffic back-ups on 39th Street between I-5 and Columbia
- Bring back parking on both sides of 39th Street
- Eliminate articulated trucks on 39th
- 39th Street and Lincoln intersection – increased traffic control/flow control for all modes of traffic
- Right turn from eastbound 39th Street to southbound Main is difficult with poor visibility
- 39th interchange flow from SR 500
- Speeding on Lincoln between 53rd and 39th
- Obstructed view at 39th Street and Lincoln
- 39th and Fruit Valley intersection needs a lighted signal
- Weight restriction on 39th Street
- More marked, painted crosswalks on 39th Street
- Signal on 39th Street and Kauffman
- Remove pedestrian island on 39th Street and Daniels
- Pedestrian signal on 39th Street and Washington

Please Preserve:

- Neighborhood historic charm, specifically Main Street/Lincoln, Downtown and 39th Street



- Sidewalks on Fruit Valley between 39th and 61st Street
- New railroad bridge on 39th Street, wider and multi-modal

78th Street

Suggested Changes:

- Corridor improvements on 78th to 61st
- Improve intersection at 78th Street and Fruit Valley Road
- More intuitive for trucks to take two routes: N. via 78th Street and S. via Mill Plain (not with policy or signs but improved traffic flow, easier travel)

Please Preserve:

- Ramp from Fruit Valley Road to 78th Street

Fruit Valley Road

Suggested Changes:

- Widen Fruit Valley Road Bridge
- Pedestrian access from residential area: south of Fourth Plain to Fruit Valley Elementary dangerous
- Complete bypass between Fruit Valley Road and 32nd to decrease truck/freight traffic
- Extend public transportation (c-Tran) at Fourth Plain and Fruit Valley
- Improve intersection at 78th Street and Fruit Valley Road
- Improve commuter traffic southbound on Fruit Valley Road
- Need better directional signage on Fourth Plain/Fruit Valley Road and at Mill Plain railroad crossing
- Narrow and old section of north Fruit Valley Road, on lakeshore
- 39th and Fruit Valley intersection needs a lighted signal
- Replace and widen sidewalks on north end of Fruit Valley

Please Preserve:

- Ramp from Fruit Valley Road to 78th Street
- Affordable diversified housing, specifically along Fruit Valley
- Sidewalks on Fruit Valley between 39th and 61st Street
- Fruit Valley Road

Main Street

Suggested Changes:

- 39th between Main Street and Lincoln: lanes too narrow for both traffic and bikes
- C and 25th cut through S. Broadway, Main at Fourth Plain
- 45th Street too narrow between Washington and Main Street



- Right turn from eastbound 39th Street to southbound Main is difficult with poor visibility
- New fire station at Main Street and Fourth Plain
- Traffic, visibility, as well as width and lights, on 13th between Columbia and Main
- Bike lanes on Main Street (Road Diet)

Please Preserve:

- Walkability and charm of Main Street
- Safeway on Main Street

Columbia Street

Suggested Changes:

- Long pedestrian wait on 39th between Fourth Plain and Columbia due to semis turning, need more intuitive crossings
- Speeding on Fourth Plain between Kauffman and Columbia, need signals with crosswalks
- Freight bridge to west across Columbia
- Traffic back-ups on 39th Street between I-5 and Columbia
- Better access and safety: consistent pedestrian crossings and sidewalks, consistent bike facilities for Columbia and Lincoln, Kauffman and to Burnt Bridge Creek
- Morning gridlock between Columbia and Broadway and 5th Street
- Traffic light delays at Fourth Plain and Columbia, hard to cross as pedestrian
- Cars and trucks running red lights east and west bound on Columbia and Fourth Plain
- Consistent bike facilities full length of Columbia and Lincoln/Kauffman, and to Burnt Bridge Creek Crossing – no sharrows
- Highway 14 traffic on 5th and Columbia
- Traffic, visibility, as well as width and lights, on 13th between Columbia and Main
- Bike route changes on Columbia, south of Fourth Plain

Please Preserve:

- Wide streets on Kauffman and Columbia
- Recreation along Columbia

Kauffman Avenue

Suggested Changes:

- Fix connection between Lincoln and Kauffman
- Better access and safety: consistent pedestrian crossings and sidewalks, consistent bike facilities for Columbia and Lincoln, Kauffman and to Burnt Bridge Creek
- Speeding on Fourth Plain between Kauffman and Columbia, need signals with crosswalks
- Consistent bike facilities full length of Columbia and Lincoln/Kauffman, to Burnt Bridge Creek Crossing – no sharrows



- Consistent bike facilities at Fourth Plain and Kauffman – no sharrows
- Signal on 39th Street and Kauffman

Please Preserve:

- Wide streets on Kauffman and Columbia
- Kauffman and 13th intersection



Comment Form Summary

Comment Forms

- Large semi-trucks cannot make turns off exit ramps of I-5 on 39th Street. They need to have cars move back in order to make the turns.
- Intersection at 39th and Main Street is grossly inadequate for traffic volume, as lanes are far too narrow. Buses and trucks barely fit in lanes. Two convenience stores with gas too much for intersection.
- Need clarification on what routes trucks can use and when. Would like to know where exactly trucks are traveling to and from on the east to west route. Need to slow traffic down on Fourth Plain (speed limit is higher than Mill Plain, and there are fewer traffic signals).
- With the anticipated increase in volume of commercial and non-commercial traffic on the west side (due to port development, waterfront, increased residential housing units and businesses), is the city specifically addressing increases in policies/fire staffing to address the added issues and calls for service?
- Fix Fruit Valley Road Railroad overpass.
- Consistent design, expectations and traffic enforcement.
- Overall safety of 39th Street.
- Make 39th Street less attractive to trucks and safer for pedestrians.
- Pedestrian activated stop signals at 39th Street and Daniels.
- Stop lights at Kauffman and 39th Street, as well as possibly Washington and 39th Street and Lincoln and 39th Street.
- The Lincoln neighborhood would never have agreed to 39th Street overpass if we had been told that trucks would be able to use 39th Street as a truck route. Safe egress for Fruit Valley in event of earthquake or exploding rail cars was a priority. Now Lincoln neighborhood is paying the price on 39th Street.
- 39th Street is a narrower street with homes that are more affordable. These need to be maintained. Trucks bring environmental hazards: air particles, vibration, noise, and visual.
- Put parking back on 39th Street and narrow street more.
- Consider including Washington and/or Daniels as another way for multi-modal instead of all on Columbia.
- Change the wording from "How are things going to look in 20 years" to How do we want things to look in 20 years."
- Important to note that we can choose some aspects of our future, as other communities have shown.
- Mill Plain is a sound wall – we need to keep and improve it.
- Why is there no inclusion or discussion of possible "rolling bombs" – oil tank cars?



- How will the new I-5/Mill Plain interchange impact Mill Plain traffic?
- Why can't we have water taxis travel the river from I-5 west and over to Oregon?
- There is no railroad connection shown for the new railroad under the Columbia River Crossing.
- How does the Lincoln corridor study relate to this project?
- Concerned that Washington was not considered as part of any of the main corridors. We devote a lot of space to that street.
- Timing/coordination of lights on Mill Plain is an easy way to improve mobility.
- Very concerned about trucks turning right onto 39th Street from Main Street; cars and pedestrians should not have to give up their right-of-way to trucks.
- Have witnessed five cars that had to back up in the turn lane so two trucks could navigate the right turn.
- Students waiting for their crosswalk light also have to back up so there is a safe distance from the truck trailer.
- Future presentation needs to show map with HGV (truck) crash locations and bike pedestrian crashes, including mortality.
- Future presentation needs map showing school catchment areas (elementary and middle), safe walking routes, transit routes, fire station, VA senior housing (EMS trip generators).
- Stop the 18-wheelers from using 39th Street to and from I-5. This is a neighborhood street and not a commercial avenue, especially with the redesign of 39th Street a few years ago.
- If you have ever been followed by an 18-wheeler heading west from I-5 and need to turn north (right turn) onto Lincoln Avenue, the fear of being rear-ended seems very real.
- First time 18-wheeler drives turning onto 39th Street from the north exit of I-5 causes traffic back-up because they have not allowed enough distance to make the turn.

[Multiple comment forms were submitted by one individual; these comments have been included separately as follows:]

- To minimize the number of trucks on Fourth Plain (and increase pedestrian safety and north/south neighborhood access), consider adding two traffic signals on Daniels and Franklin.
- Trucks use Fourth Plain (and 39th Street) since there are fewer traffic signals than on Mill Plain.
- The bike lane on Fourth Plain needs to be extended to at least F Street and preferably across I-5 (City of Vancouver forgot to suggest to WSDOT to set aside space for the bike lane across I-5 when section was re-surfaced in 2007/2008).
- Build a pedestrian path to Fourth Plain from H/I Streets (Arnada) and K Street north (WSDOT Role).
- Need a real plan for a north/south bike lane on Columbia or Washington



- Parking enforcement should extend meters to uptown. Program to enhance residential parking off-street in garages.
- Transit: Extend transit and CTR services to Port to conserve traffic space for freight vs. commuter.
- Freight delivery: need to enforce truck weight and size to downtown as part of a real loading zone plan. Delivery permit system to be enforced.
- City needs to work with waste management on coordinated trash pick-up along uptown and downtown areas so trash pick-up dates and times are minimized. Trash trucks currently pick-up at adjoining businesses almost every other day. Also develop a new dumpster design to reduce sound impact of pouring glass/cans (reference Netherland's dumpster with crane).
- What is the City doing to enforce code about building missing sidewalks on West Fourth Plain, west of Kauffman?
- Restripe highly-faded crosswalks on I-5 and Mill Plain interchange (at ramps); they were last completed in 2000.
- Please complete the planned bike lane on Columbia (north of 13th Street) per 1999 Bikeway Plan.
- Please implement 2002-2003 road striping (Fourth Plain to 39th Street). Plan was completed during last pavement overlay but coordination did not allow it to be completed then.