

From: fanmanr@aol.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 20 Million to make main a vehicle friendly people unfriendly thoroughfare!
Date: Tuesday, August 1, 2023 11:11:48 AM

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Humbug

From: [Urbane Streets](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [Kennedy, Rebecca](#)
Subject: 2023.08.01 CoV TMC Comment - Main Street Promise Project design
Date: Tuesday, August 1, 2023 12:51:10 PM

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

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Dear Chairman Ramos and TMC members,

I wish to share my thoughts on the design of Main Street as a public comment. I have lived in Vancouver for many years and worked and shopped and traveled along Main Street plus working in the field of mobility, street design and traffic safety...

...The design as proposed is an improvement over the past BUT is not bold enough to meet its promise and project objectives for its 50 to 100 year lifespan.

My thoughts based on the last staff workshop to council and the TMC presentation materials, etc.:

1. the street needs more frequent (150 foot spacing) and effective traffic calming (raised intersections and mid block treatment) to bring the motorized vehicle traffic speeds down to the goal of a safer shared space (and based on the NACTO sharrows);
2. the street's 'shotgun' / hallway straight design does not add enough side friction and break in a driver's viewpoint to aid in bringing speeds down to the project goals, a chicane with vertical plantings and clustered 0 degree car parking should be considered;
3. the street needs to have the same event amenities as Esther Street AND add pneumatic bollards to support the easier implementation of such and allow for closure to support the economic development activities and by diverting regional through traffic away, thus reinforcing outdoor dining and the local only circulation within the NACTO thresholds;
4. all elements of this project - especially the innovative and non highway type design features - should be funded NOW with the very flexible federal relief funds versus waiting AND having to pay for it with the city general funds in the future (the latter was what staff recommended at the last workshop), plus the postponed work would undo the new paving;
5. it is very difficult to share the road with cars driving 20 mph especially when cyclists are pedaling uphill, so the future speed and volumes need to be brought down closer to 5 mph & 500 ADT thresholds per NACTO guidance vs 20 mph & >2000 ADT;
6. the future LED pedestrian scale lighting needs to support dark sky outcomes AND the lamps tested to see that they meet technical specifications (versus over performing and having higher lux lumen levels than planned);
7. do not forget the opportunity to include solid waste and recycling enclosures on the side streets (like those at the Kiggin's lot and 8th Street); and
8. the issue of loading zones needs to be addressed in this design, as trucks have been

growing larger in the last 20 years and a loading zone plan for downtown has been a missing action item from ~2005s and as such that the street closure would require programmed AM deliveries.

Thank you,

Todd Boulanger, MURP
Transportation Design and Mobility Consultant
Vancouver / Honolulu

PS. Visit Camas' NE 4th Avenue (downtown design from 1960s) near the Liberty Theater for how Vancouver's new Main Street should function as promised.

From: [Dan Packard](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Comment & concern about the Main street downtown re-design
Date: Tuesday, August 1, 2023 10:19:26 AM
Attachments: [2023-07-25 11 42 36-The Truth about American Cities - Part 1 - Strong Towns \[ST01\] - YouTube.png](#)

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

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Dear Transportation and Mobility commission members,

I have reviewed the published materials about the [re-design](#) of Vancouver's Main street. From looking at the Virtual "Drive up Main Street" [video](#), it looks like 75% of the Main street re-design is dedicated to motor vehicles. That means 75% of the corridor for noisy, loud and climate killing vehicles and 25% for the rest of us trying to bicycle, walk, shop, or to enjoy sitting outside on the street at a restaurant or coffee shop. I believe Vancouver can do better with this street.

Maybe getting creative and converting Main street to one lane of motor vehicle travel (and changing Washington street to a more pedestrian friendly two-way design).

Another possibility is to put traffic diverters at some of the intersections to force motor traffic to turn left or right, to prevent the corridor being used as a long length car arterial to drive thru. This would free up more space for people trying to enjoy the hopefully future dynamic Main street of our city.

Perhaps a Main street that looks like the attached picture, with wider sidewalks, less parking and spaces more conducive to bicycling, walking, and greenery. Is redesigning Main street with a "car first" mindset the best option for the future success and viability of the heart of our city? I hope the answer is No!

By reducing the automobile footprint on Main street, the corridor will be friendlier to everyone and more prosperous for the city and businesses.

Thanks and kind regards!



Screenshot from the video "[The Truth about American Cities, part one](#)" from the *Not Just Bikes* YouTube channel.

Footnote:

Another great video, "[Car-free Streets are Amazing \(and we need more of them\)](#)" from *Not Just Bikes*.

From: [Paul Sochacki](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Comment on Main Street Promise project
Date: Tuesday, August 1, 2023 12:14:11 AM

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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.

Hello,

My name is Paul and I'm a homeowner in the Rose Village neighborhood. I frequently walk and/or bike to downtown Vancouver for meetings and events, and am very excited to hear about some of the improvements being scoped in for the Main Steet Promise project. I've lived in Vancouver for nearly 10 years now, commuting or working in Portland for much of this time, and strongly feel the right direction for Vancouver's downtown will be to make it more accessible to pedestrians and cyclists.

One thing I would *very much* like to see happen would be introducing a pedestrian mall, or at the very least replacing some of the very ample parking space to make Main Street more bike and pedestrian friendly. In its current state, there's a few random bicycle racks dispersed in the area, and this remains a critical piece of infrastructure that's missing and presents a barrier to recreational cycling and active mobility. To make the city of Vancouver a "destination", or even a place people really want to spend time in, we need to have space for people to mindlessly mill around like they do in town squares and pedestrian malls in other parts of the world. Pedestrian corridors promote more engagement with local buisnesses, and this would be very welcome news for retailers and diners catering to visitors. Main Street is already very popular and with the replacement of the I-5 Bridge expected to bringing more visitors to downtown Vancouver than ever before, so this is the perfect opportunity to get a head start on making the Main Street corridor as bike and pedestrian friendly as possible.

To echo some of my fellow cyclists in the community, I also want to add that I love the idea of Rain Gardens coupled with speed tables along Main Street (or even just a section or two), increasing safety for pedestrians/cyclists providing natural while creating an aesthetically pleasing way to handle storm drainage.

This is our oppportunity to make downtown Vancouver shine and thrive with life, and I hope you will consider our input in the final rendering of the Main Street Promise project.

Thank you,
Paul

From: [BRUCE KINZEY](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#)
Subject: Comment on Vancouver's Main Street Promise Project
Date: Monday, July 31, 2023 3:33:39 PM

You don't often get email from bkinzey@comcast.net. [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.

Greetings:

As two members of Vancouver's active cycling community, we find the city's plans for modernizing its transportation network exciting. Vancouver's recently adopted [Climate Action Framework](#) states "Shift driving trips to clean, active modes of transportation ...strengthen multi-modal connections (bicycle and pedestrian), improve accessibility, and connect [them] to major development centers." We wholeheartedly support this goal; it's good for us, good for the city, good for the planet. We would like to offer a bit of feedback on the information presented in this [short video](#), derived from nearly two decades of commuter cycling both here and in downtown Portland.

The video shows well conditioned cyclists riding along at traffic speeds on the road, supported by sharrows on the road surface. This does not portray a very accurate situation in our experience. Many riders, or more importantly, would-be riders are not in the condition required to keep pace with traffic, and that is especially the case on even a mild uphill slope such as Main Street northbound presents. Please envision a parent with two children, each on their own bikes, trying to use this design with a line of cars following closely behind. That is the kind of situation that the design should be based around.

Sharrows are better than nothing but many drivers still believe and tend to treat cyclists as intruders that don't belong on their personal territory. The aggressiveness of such treatment often reflects the present amount of traffic drivers are having to deal with, despite the fact that bicycle use actually reduces the number of vehicles on the road. One unfortunate result is that people who might otherwise choose bicycle transportation can be intimidated by such behavior, often perceiving genuine threats to their safety such as in the example just provided, and thus fall back to vehicular transport by default.

Please instead consider the use of separate protected bike lanes like the city installed down Columbia Ave, which stands as a hallmark to modern urban design. Such design encourages safe bicycle use for all potential users and represents the future. This is the kind of neighborhood design we believe that many of our younger up and coming citizens, just starting out with their families, are looking for (among other amenities) in their residence criteria.

Thank you for your consideration of this feedback and the opportunity to provide it.
Bruce and Karen Kinzey
Vancouver, WA

From: [ALLISON STAFFORD](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Concerns regarding renovation of Main Street
Date: Monday, July 31, 2023 1:57:24 PM

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Hi transportation and mobility council, I wanted to voice concern regarding the renovation/modernizing of Main Street. Wider side walks sound great, but what about the bike lanes? I frequent Bike Clark County and see many folks cycling in downtown. I personally would rather have safer bike lanes and speed bumps as a result of the renovation of Main Street. Thank you for your time and consideration.

~Allison Stafford
Vancouver Bicycle Club member
Frequenter of downtown

From: [Drennan, Kate](#)
To: [Nischik, Julie](#)
Subject: FW: Comment on Vancouver's Main Street Promise Project
Date: Tuesday, August 1, 2023 8:53:56 AM

Kate Drennan | Principal Transportation Planner
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
Desk: 360-487-7959 **Mobile:** 360-624-2958
www.cityofvancouver.us

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Sent: Monday, July 31, 2023 5:26 PM
To: Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Subject: FW: Comment on Vancouver's Main Street Promise Project

Hello,

Please see the public comment below.

Sarah Dollar | Assistant to the City Council
CITY OF VANCOUVER, WASHINGTON
City Manager's Office
Pronouns: She/Her/Hers
www.cityofvancouver.us

From: BRUCE KINZEY <bkinzey@comcast.net>
Sent: Monday, July 31, 2023 3:33 PM
To: Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Comment on Vancouver's Main Street Promise Project

You don't often get email from bkinzey@comcast.net. [Learn why this is important](#)

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Sharrows are better than nothing but many drivers still believe and tend to treat cyclists as intruders that don't belong on their personal territory. The aggressiveness of such treatment often reflects the present amount of traffic drivers are having to deal with, despite the fact that bicycle use actually reduces the number of vehicles on the road. One unfortunate result is that people who might otherwise choose bicycle transportation can be intimidated by such behavior, often perceiving genuine threats to their safety such as in the example just provided, and thus fall back to vehicular transport by default.

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Thank you for your consideration of this feedback and the opportunity to provide it.

Bruce and Karen Kinzey
Vancouver, WA

From: [Drennan, Kate](#)
To: [Nischik, Julie](#)
Subject: FW: Lack of bike lanes in Vancouver
Date: Monday, July 31, 2023 3:53:41 PM

One more....

Kate Drennan | Principal Transportation Planner
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
Desk: 360-487-7959 Mobile: 360-624-2958
www.cityofvancouver.us

-----Original Message-----

From: Arenz, Julie <Julie.Arenz@cityofvancouver.us>
Sent: Monday, July 31, 2023 1:49 PM
To: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Subject: RE: Lack of bike lanes in Vancouver

Thank you.

Julie H. Arenz | Small Business Project Manager CITY OF VANCOUVER, WASHINGTON Economic Prosperity and Housing Department
P: 360-487-7940 | TTY: 360-487-8602
Julie.Arenz@cityofvancouver.us
www.cityofvancouver.us

-----Original Message-----

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Sent: Monday, July 31, 2023 10:26 AM
To: Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>; Arenz, Julie <Julie.Arenz@cityofvancouver.us>
Subject: FW: Lack of bike lanes in Vancouver

Hello All,

Please see the below and attached emails from the CMO inbox.

Thanks,

Sarah Dollar | Assistant to the City Council CITY OF VANCOUVER, WASHINGTON City Manager's Office
Pronouns: She/Her/Hers
www.cityofvancouver.us

-----Original Message-----

From: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>
Sent: Monday, July 31, 2023 10:18 AM
To: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Subject: FW: Lack of bike lanes in Vancouver

fyi

-Kristin

-----Original Message-----

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>

Sent: Monday, July 31, 2023 8:33 AM

To: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>

Subject: FW: Lack of bike lanes in Vancouver

Hi Kristen,

We also received this in the CMO inbox as well for TMC.

Thank you!

-Amelia

-----Original Message-----

From: LYNNE CUEVAS <lynne996@aol.com>

Sent: Monday, July 31, 2023 5:44 AM

To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>

Subject: Lack of bike lanes in Vancouver

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I've noticed that the city is planning to improve some roads in downtown. The problem that I see with your plan is that there isn't a designated bike lane. Cyclists are in the roadway with cars.

Our car traffic has gotten out of control with the lack of enforcement for speeding etc and you want us on the same platform?

That's insane! Give us bike lanes!!

Sent from my iPhone

From: [Kennedy, Rebecca](#)
To: [Nischik, Julie](#)
Subject: FW: Main St promise
Date: Tuesday, August 1, 2023 10:12:15 AM
Attachments: [image003.png](#)

FYI

Rebecca Kennedy | Deputy Director
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
M: (360) 624-6070 | **O:** (360) 487-7896
rebecca.kennedy@cityofvancouver.us
www.cityofvancouver.us



OUR VANCOUVER
OUR FUTURE 2045

Learn more about [Our Vancouver](#): an effort to update our City's plan for growth and development over the next 20 years.

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Sent: Tuesday, August 1, 2023 10:04 AM
To: Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>
Subject: FW: Main St promise

Please see the public comment below.

Sarah Dollar | Assistant to the City Council
CITY OF VANCOUVER, WASHINGTON
City Manager's Office
Pronouns: She/Her/Hers
www.cityofvancouver.us

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Tuesday, August 1, 2023 8:06 AM
To: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>
Subject: FW: Main St promise

Good morning, Kristen!

We got a couple more for TMC.

-Amelia

From: Ruth Romer <ruth.romer@gmail.com>

Sent: Monday, July 31, 2023 6:14 PM

To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>

Subject: Main St promise

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Please promise me that 20 million dollars won't be spent on an outdated plan. Take away the cars and bring in the bikes and pedestrians. There is a reason why Vancouver is so car-centric. The infrastructure for safe biking and walking is just not there.

Help us out here. To be healthy we shouldn't be riding around in climate-unfriendly cars!

Ruth Romer
Vancouver resident

From: [Nielsen, Kristin](#)
To: [Dollar, Sarah](#)
Subject: FW: Please don't make the Main street Promise be known as the "Broken Promise"
Date: Monday, July 31, 2023 10:17:40 AM

fyi

-Kristin

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Monday, July 31, 2023 10:07 AM
To: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>
Subject: FW: Please don't make the Main street Promise be known as the "Broken Promise"

Hi Kristin,

We got 1 more

-Amelia

From: Ed Falsetti <Ed.Falsetti@rfan.com>
Sent: Monday, July 31, 2023 9:41 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Please don't make the Main street Promise be known as the "Broken Promise"

You don't often get email from ed.falsetti@rfan.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.

Hi-

Please re-think how to use the \$20M dollars for the Main Street Promise. Please consider a "Non-Automotive" plaza for this redesign.

While living in the town of Iowa City, Iowa in the 1970s, the city leadership took 3 sections of streets and made them pedestrian/bike only, and so many were opposed. The businesses on this street are thriving, and the area immediately became a destination.

It seems that what Vancouver is proposing is incredibly shortsighted.

There are numerous cities that during COVID closed down streets and put tables outside to entice guests.....You know what, those cities are fighting to get money to beautify the areas and keep them pedestrian only. You can look at Mountain View CA as an example. You should call their civic leaders.

I attended University of California at Santa Barbara, when I went back for a re-union, I was amazed

at what they have done with State street.

<https://santabarbaraca.com/explore-and-discover-santa-barbara/neighborhoods-towns/santa-barbara/downtown-santa-barbara/state-street-promenade/>

You have an unbelievable opportunity to be forward thinking and make a mark on Vancouver, please seize it!

Please don't make the Main street Promise be known as the "Broken Promise"....You have a great Opportunity, don't squander it!

Best Regards,

Ed Falsetti

5611 NE 265th Street
Ridgefield, WA, 98642

From: [Drennan, Kate](#)
To: [Nischik, Julie](#)
Subject: FW: the plan for Mainstreet - good idea to look at other successes
Date: Tuesday, August 1, 2023 8:53:33 AM
Attachments: [attachment.png](#)

Kate Drennan | Principal Transportation Planner
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
Desk: 360-487-7959 **Mobile:** 360-624-2958
www.cityofvancouver.us

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Sent: Monday, July 31, 2023 5:27 PM
To: Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Subject: FW: the plan for Mainstreet - good idea to look at other successes

Hello,

Please see the public comment below.

Thanks,

Sarah Dollar | Assistant to the City Council
CITY OF VANCOUVER, WASHINGTON
City Manager's Office
Pronouns: She/Her/Hers
www.cityofvancouver.us

From: Christine Toscano <joechristine@comcast.net>
Sent: Monday, July 31, 2023 11:34 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: the plan for Mainstreet - good idea to look at other successes

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Dear City Council,

Here is something to consider when planning Main street improvements which will help merchants and restaurants as well as increase enjoyment of people visiting.

When we visited Santa Barbara last year, we learned the downtown was thriving since it closed

some blocks off entirely to cars. It managed to thrive in a singular way even during the pandemic. Santa Barbara is demonstrably very successful financially due to its management. Here is an article about their positive experience when closing to cars a section of downtown.

[Santa Barbara CA State Street to remain closed to cars](#)



[San Luis Obispo Tribune](#)

<https://www.sanluisobispo.com › local › article276971923>

Jul 3, 2023 — The Santa Barbara City Council voted to **keep nine blocks of State Street closed to vehicle traffic**, benefiting downtown restaurants.

One of the reasons I feel our new waterfront is so successful is that it provided premium walkability. We made a place for people to amble and this contributes a lot to the success of the new waterfront. This was successful The parking works and people love to stroll with their families or friends.

A simple frequent Trolley is classy alternative to cars as well for those rainy days - San Francisco which has been a beacon to people for years was synonymous with its cable cars and is more similar to Vancouver because it has cold weather 1/2 the year. Let's truly upgrade the experience of downtown ... not just give it the same old same old. Cars and more cars are not the future!

Thank you, Christine Toscano 360 798 5286

From: [Nielsen, Kristin](#)
To: [Dollar, Sarah](#)
Subject: FW: Upcoming Main Street redesign
Date: Monday, July 31, 2023 10:18:12 AM

fyi

-Kristin

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Monday, July 31, 2023 8:35 AM
To: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>
Subject: FW: Upcoming Main Street redesign

Hi Kristen,

We also received this one for the TMC.

Thank you,

-Amelia

From: marie bike <bikemarie01@yahoo.com>
Sent: Monday, July 31, 2023 7:36 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Upcoming Main Street redesign

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I am a resident of Vancouver and a bicyclist.

The [Main Street](#) video shows zero understanding of cycling on Sharrowed streets. It portrays riders (no helmets, despite existing city ordinance) riding to the side and drivers passing them. Riding on Sharrowed streets, we take the lane to avoid being doored or being hit by impatient drivers passing too closely. Imagine riding with the 6 to 8 foot grill of an F-350 pick-up on your tail. The steady almost 3% grade riding northbound will slow any rider's speed which is likely already only 10-12mph uphill. Frustrating for a driver. Deadly for a cyclist

Thank you for your consideration

Marie Darrig

From: [Heidi Cody](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Let's improve on Main Street Promise
Date: Monday, July 31, 2023 9:01:39 PM
Attachments: [hcody_mainstreetpromise.rev.pdf](#)

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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.

Good morning,

Attached and in the body of this email, please find my letter asking for a redesign of the Main Street Promise project. Thank you for your consideration.

Sincerely,
Heidi Cody

August 1, 2023

Heidi Cody
1506 SE 113th Court
Vancouver WA 98664

Transportation and Mobility Commission
City of Vancouver

Dear Commissioners.

I agree with many folks you are hearing from tonight, who are concerned with a Main Street Promise design plan that is lacking in ambition. This redesign is such an incredible opportunity to transform the experience of downtown Vancouver. I hope you will reconsider the current plan and vastly improve it.

We would love to see a car-free plan, which would create a pedestrian-friendly downtown that will dramatically increase its street appeal. Cities that have adopted this car-free approach experience thriving businesses, restaurants, and people enjoying urban space without having to worry about vehicle traffic or its noise and pollution. This would be a much friendlier version of downtown Vancouver and make it a place worth visiting.

I love the ideas of a tram and more tree canopy. We need a vision for Main Street that reflects the ambitious reductions in air pollution and greenhouse gas emissions that are

goals in our Climate Action Framework. You have a chance to make Downtown Vancouver a truly special place. Please revise this plan and make it something we can all be happy about.

Thank you,

Heidi Cody

From: [mack nicholson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Date: Monday, July 31, 2023 9:23:01 AM

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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.

I live in Vancouver and ride my bike or take the bus everywhere. I ride downtown to shop, meet friends or volunteer almost every day. I don't drive.

Please do not put Sharrows on Main Street and think you are making me safer. Drivers don't like it when we ride in the middle of the road and slow them down. They don't know that we are doing what we're supposed to do - ride ON the Sharrows. If I ride by the edge, a driver might think they should pass me, and sometimes that means they try to squeeze by when a car is coming. It is really scary.

I also never ride close to parked cars. People open doors to get out without looking first.

I am a strong rider, but I can't ride up Main at the speed a car can drive. The only good place I've seen new Sharrows is on Devine for the steep descent when I can ride the car's speed limit.

Why not just remove car traffic and make it more like Farmers' Market or the Waterfront? Both are fun places to go and honestly, Main Street could be more fun.

From: [Ruth Romer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main St Promise
Date: Monday, July 31, 2023 6:11:12 PM

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Hello,

I am a cyclist and am aghast that the Main St makeover is geared towards car traffic and car parking. Vancouver is living in the dark ages instead of moving towards the future of clean air, making downtown less congested and more pedestrian and bike friendly. There are lots of streets for cars. Let them park elsewhere and walk to downtown. Browse the stores on the way.

Look at what Burlington VT has done, imitating forward thinking towns in Europe that has done the same.

Be a visionary!

Ruth Romer
Vancouver resident

From: [Paul Casey](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street
Date: Tuesday, August 1, 2023 11:25:06 AM

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Commissioners,

I was pleased when I read that you were showing Main Street some love. I'm fond of many businesses there. When I read the plans and looked at the video, however, I was shocked.

I'm sad because Main Street competes now with the very people-centered Waterfront, Esther Short Park, and Farmers' Market, all popular and packed because they recognize that getting from A to B is not always a person's goal.

Removing cars and parking is being done in urban designs world-wide (and in Vancouver as above) with great success. We can't afford to let Main Street die because of unfounded fears regarding the effects of pedestrianization on business. Please read the research. It repeatedly finds business is not only unharmed, it actually improves.

Please see this project through the lens of a social scientist creating a space not for A to B travel, but for the interaction of people and their environment. Why make pedestrians – moms, kids, grandparents- wait for a gap in traffic rushing past? Why should drivers have priority – again – when what we really want is for people to come here and linger in safety as they connect, eat, drink, and shop?

I like the curbless sidewalks in the plan and heard they might allow Main to evolve into a car-free public space in the future. Why wait? My husband is in a wheelchair 24/7 now, so I get it that people want to drive and park right by the door of their destination, but in a county of over half a million people that's not possible. Not downtown, at Winco, or even the doctor's office. What is possible now is to make it safe and accessible for us to wheel across the street without worrying that a driver won't see us. If my husband's foot falls off the footrest while crossing a plaza, we aren't endangered.

Endangered... these plans completely disregard our warming planet and our recently adopted Climate Action Framework: "Shift driving trips to clean, active modes of transportation." Vehicle travel was identified as the producer of 34% of our local carbon output in 2019. New designs must reflect our responsibility to the health of people and the planet.

I'm sorry to be this blunt, but you've given us a 20-million-dollar drive-thru that endangers people and the planet and short-changes businesses on Main Street. You've looked backward, not forward in these designs. Main Street has so much personality and potential to offer us the connected experience we need as humans. Please reconsider.
Paul Casey

From: [Charles Shaw](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Improvements
Date: Monday, July 31, 2023 2:16:22 PM

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Hi,

I think doing something with Main Street is a worthy undertaking. Instead of the proposed changes, I would like to see Main St. closed off and made into a bike/pedestrian mall. A small hop on/off trolley could run up and down Main St. and connect to a parking structure at the Waterfront. This would tie the beautiful Waterfront to and even more beautiful Main St. Yes, you can do better than the proposed design.

Charles Shaw
chaznw@gmail.com
503-729-7560
2707 E. 30th St.

From: [ANNA DANZER](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main street make over
Date: Tuesday, August 1, 2023 11:37:04 AM

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hello,

I have heard there are plans to redo main street.

I have not seen your current plans, but wanted to weigh in as someone who has a husband with a disability.

Currently main street is just not walk friendly for anyone and even harder for anyone with a disability. Last week I took my husband to lunch at LaBottega and we had to park across the street. Getting a man on crutches across a busy street is impossibly hard with all the traffic. We would have loved to look at the shops after lunch but the sidewalks were too broken and hard to maneuver even for me. We had to watch where we were walking in fear of falling.

I am hoping that the plans take disability into consideration.

My thoughts are to make it more community friendly like closed street to traffic, one level side walk so people can walk and linger. Restaurants can have more outdoor seating. The waterfront is not far away and people go there because they can walk around and it's easy for handicapped people to wheel around.

Also making it more bike friendly would really draw in the cycling community as cyclists love to pedal to places they can get food and not worry about cars. People in general like to go places that other people hang out at. If COVID has taught us anything it's that people want to be around people. So by making main street more community friendly more people would go to enjoy it.

Anna Danzer

From: [Roseanne Voyles](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Project
Date: Monday, July 31, 2023 5:12:26 PM

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Please consider my voice coming from a positive place. As a resident of Vancouver, I am so proud of the growth and intentionality of city planning officials.

I am one of the many Individuals asking for a more pedestrian focused end goal.

I worry that the city will fall into the same trap of other cities, multiple visions colliding into one another. In 2009 (officially) Vancouver was focused on planting trees and native plants, now trees have taken the backseat. Seen more as an afterthought also, the room the trees are given to grow is abysmal.

My point in saying that, is wonderful goals and initiatives are started. The end goal seems to wax and wane over time.

Could we pause on or take a breather and revisit the plan? When I say, I mean all of you in power.

It feels like this project is being rushed in the execution. I know there was planning etc, I'm not discounting it. Was there enough?

It feels like residents go to these project meetings but the voices fall on deaf ears if it's not what you want to hear.

Aging population, where's the walkers and wheel chairs in the picture? Not everyone is able bodied. Also, are people really going to be so relaxed around all the exhaust fumes of trucks and "classic" cars?

Just asking for a think again, or a quick once over and again, is this the best plan or can anything be shifted for pedestrian focused longevity goals?

Best regards,

R. Hutchison

From: [Israel Lopez](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Project Feedback
Date: Tuesday, August 1, 2023 11:53:28 AM

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Hi my name is Israel Lopez.

In May of 2023 the US Surgeon General released a new “Surgeon General Advisory” that called attention to the public health crisis of loneliness, isolation and lack of connection in our country. [1]

Because it may not be obvious; it was found that: the lack of connection can increase the risk for premature death to levels comparable to smoking daily. Being a millennial myself; in school it was drilled into me how dangerous smoking was. *Y'all thought we didn't listen in school, we did.*

So, to me this is serious.

I agree with the Surgeon General. I see it as a Volunteer Computer Science Teacher here in Clark County. The youth of today struggle, and lack of connection-isolation is chief among them. Pair that up with drugs and it is an obvious tragedy.

I can put my students on the path to economic success, but I cannot solve the crisis of loneliness and isolation alone. That weighs on me heavily. I tell my therapist this, and she says “Do something insufficient, you do not have to solve the problem to be unburdened by the weight of it.”

So this is me trying to do something insufficient. I'm here to ask the TMC and Vancouver City to reconsider the Main Street Promise, because as it is now, the visitors to the area have no real reason to stay there. If we continue to prioritize transit by vehicle, then the visitors to main street continue to be transactions; come in, complete your business and go home.

As an 8-year small business owner, I understand how hard it is to make a buck; and I also understand how important a small business is to the social fabric of our communities. We have a responsibility to the community we serve.

Businesses need people. People need Businesses. People need People. We need each other.

People visiting Main Street who have a reason to stay will spend more money, shop, eat and connect if pedestrian, cycling and transit infrastructure is present. A car parked does nothing to build community.

During the pandemic cities that closed car-traffic to dining & shopping areas showed increased spending and community building as a result. Heck, Houston Texas has figured this out and closed down seven blocks of their main street in March of this year. Permanently. [2]

We have a chance to decide what the streets are for? Cars, or Community? Hopefully, so that we may build a stronger, healthier, more resilient population.

That is the Main Street Promise I want to see for my city.

Thank you for your time.

Sources:

[1]

<https://www.hhs.gov/about/news/2023/05/03/new-surgeon-general-advisory-raises-alarm-about-devastating-impact-epidemic-loneliness-isolation-united-states.html>

[2]

<https://www.houstonchronicle.com/politics/houston/article/street-closures-outdoor-seating-17853805.php>

From: wsuvprof@gmail.com
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#)
Subject: Main Street Promise
Date: Monday, July 31, 2023 10:41:06 AM

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I was disappointed by the Main Street Promise design I saw in the Columbian. I have been to several other cities that have created pedestrian malls that were much more vibrant than the design Vancouver is proposing. I would strongly urge the city and transportation commission to consider making a pedestrian mall.

[Joe Cote](#)

"Each thing I do I rush through so I can do something else" Stephen Dobyns
"Half of me wants a cold beer. And the other half does too" Lyrics by Thomas Rhett

From: [Tina Barrows](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City of Vancouver - Office of the City Manager](#); [Arenz, Julie](#); [Brum, Teresa](#)
Subject: Main Street Promise
Date: Tuesday, August 1, 2023 10:22:42 AM

Some people who received this message don't often get email from tinafaraway@gmx.net. [Learn why this is important](#)

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Greetings, everyone at the City.

Considering that we are already at the early stages of Climate Collapse and Multi Ecosystems failure, here is what I would like you to consider when planning the Main Street Project:

-Main Street should be flat out car free as individual passenger cars (be they electric or not) are a highly inefficient use of resources and energy, as well as a deterrent to a pedestrian friendly zone

-Decisions during the planning process should be made in a timely and assertive manner, without wasting resources and repeated meetings that are needed to focus on the larger picture of carbon neutrality for the whole city.

-The most amazing Main Street won't do us any good if we have continuing wildfires, droughts, and other unstable climate patterns threatening human existence (yes it is that bad.)

I fully agree with other participant's more eloquent asks for specific measures such as a free tram connecting all downtown areas, and automatic bollards.

Personally, I would love to see a very dense tree canopy to help with temperature control, as well edible landscaping with fruits and berries to further encourage the use of the space by the community

The time is now. Let's do this.

Regards, Tina Barrows

Sent from [Mail](#) for Windows

From: [Lori Benton](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Tuesday, August 1, 2023 10:05:56 AM

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I was very much hoping to see Main Street/downtown Vancouver become a car-free area where we can walk or ride a bike or even take an electric Hop On/Hop Off bus to visit shops, restaurants and Kiggins Theater. I've really enjoyed that experience in European cities that I've visited. It would be more in keeping with our climate goals and I understand that there will be a new parking structure by the library, anyway. If there must be cars, I would like to see bike lanes and measures to slow down the cars. I've recently learned about speed tables, which are less jarring than the speed bumps we have in my neighborhood, and automatic bollards as a protective barrier for pedestrians and bicyclists. I was recently part of the conversation about McGillivray Blvd and think the last two structures would work well there, also. Thank you. Lori Benton in Cascade Park

From: [Douglas Burke](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Tuesday, August 1, 2023 12:04:12 PM

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Why not invest the 20 million in a people-centered plaza instead of what is currently being presented? Think of Vancouver's Waterfront or the farmers' market. Go to Portland's pedestrianized street on SE Ankeny Rainbow Road.

World-wide plazas for businesses thrive. You've designed a drive-through. Picture yourself sitting and sipping but your view is blocked by curbside bumper-to-bumper SUVs; the smell of exhaust taints your salad; your conversation is interrupted by the noise of drivers gunning engines and booming car stereos. Instead, give us a destination where just being "part of the action" encourages stopping, shopping, wining and dining.

Thank you for considering a more climate/human smart approach.

Doug Burke

[Outlook for Android](#)

From: [Jim Byrne](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Monday, July 31, 2023 9:25:18 AM

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Dear Commissioners,

The proposed "Main Street Promise" looks like more of the same. It is the same version of Main street, with a few cosmetic traffic (parking) changes. I would prefer a more bold approach, eliminating traffic on Main altogether. Main street needs to be more bicycle and pedestrian friendly. Other cities have done this to their benefit. Please use your imaginations and design something truly awesome. It's time to think out of the box. Thank you.

Jim Byrne
28501 NW 7th Ave.
Ridgefield, WA 96642

From: [Carole Dollemore](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Monday, July 31, 2023 9:03:43 PM

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According to Ryan Lopossa the transportation manager, this project will be a complete paradigm shift. Not if we don't have a more connected, walkable and bikeable city by supporting pedestrian- and bike-friendly infrastructure. We need a designated bike lane on Main St. Sharrows don't do what we hoped they would. Studies back up the claims about what it takes to make our streets safer for bicycling. We need a separate bike lane on Main St. This is a once in a generation opportunity. If the Main St promise project is an inviting and safe experience they will come.

Carole Dollemore
Vancouver resident for 46yrs.

Sent from my iPhone

From: [Peter L. Fels](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#); [Ken Williams](#); [Leah Jackson](#); [Jason Cromer](#); [zagatton@gmail.com](#); [israel@ilopez.com](#); [Sara Schmit](#); [Jim Thomas](#); [Amy Horstman](#); [dan.packard@gmail.com](#); [Carole](#); [Holly Williams](#); [zefreak@gmail.com](#)
Cc: [Alliance For Community Engagement](#); [Derya Ruggles](#); [Stober, Ty](#)
Subject: Main Street Promise
Date: Sunday, July 30, 2023 2:35:15 PM

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Peter Fels
5121 NW Franklin Street
Vancouver WA 98663
telephone: (360) 737-3154 • plfels@gmail.com

Transportation Mobility Commission
tmc@cityofvancouver.us

RE: Main Street Promise

Dear Commissioners:

I hope you will recommend sending the current design of the “Main Street Promise” back to the drawing boards. The proposal is a mere facelift of existing conditions that does nothing to modernize our City and fails to meet any of the goals of the Climate Action Framework.

Over the years, Main Street has lost almost all of its retail businesses. While there have been increases in downtown’s vitality since the 1990s, cosmetic changes to the parking on Main Street are not going to make the street more attractive to pedestrians, cyclists or outside visitors. What is going to bring people to lower Main Street is a unique car-free experience where people can stroll or ride on a silent electric tram and children can play in a safe tree lined environment.

I expect other commenters will send you examples of places that have converted streets to exclude private cars, such as Santa Barbara CA, Burlington VT. and various European cities. I have wandered in a number of car free Italian city centers, Dublin, Barcelona, The Grove in Los Angeles, Third Street in Santa Monica and streets in Brooklyn that were temporarily closed to traffic. They all were crowded with people enjoying the experience, dining and shopping.

Vancouver has ambitious goals to reduce greenhouse gas emissions. To get there we need to reduce single occupancy vehicle traffic and increase pedestrian, bicycle and transit use. I have advocated for several years for establishment of a hop-on-hop-off electric tram that circulates along Main Street from the Waterfront to Fourth Plain as a way to get people out of their cars and to connect Uptown, Downtown, the Waterfront and soon, the Waterfront Gateway.

Lower Main Street with an increased tree canopy, a tram and limits on cars could help us move toward the Climate Action Framework’s goals while showing that it is worth visiting.

Please tell City planners that the current proposal for Main Street Promise is backward thinking and should be replaced with a truly pedestrian friendly car-free design.

Thank you.

s/

Peter Fels

P.S. I expect you will have more people wishing to comment than can be accommodated in the 30 minutes allowed for your Public Forum on August 1. Please consider rescheduling for a longer session to allow you to hear from all who want to address this issue.

From: [Jan V](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City of Vancouver - Office of the City Manager](#)
Subject: Main Street Promise
Date: Tuesday, August 1, 2023 11:10:38 AM

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Commissioners,

I was pleased when I read that the city was showing Main Street some love. I'm fond of many businesses there. When I read the plans and looked at the video, however, I was shocked.

I'm sad because Main Street competes now with the very people-centered Waterfront, Esther Short Park, and Farmers' Market, all popular and packed because they recognize that getting from A to B is not always a person's goal.

Removing cars and parking is being done in urban designs world-wide (and in Vancouver as above) with great success. We can't afford to let Main Street die because of unfounded fears regarding the effects of pedestrianization on business. Please read the research. It repeatedly finds business is not only unharmed, it sometimes improves.

Please see this project through the lens of a social scientist creating a space not for A to B travel, but for the interaction of people and their environment. Why make pedestrians – moms, kids, grandparents- wait for a gap in traffic rushing past? Why should drivers have priority – again – when what we really want is for people to come here and linger in safety as they connect, eat, drink, and shop?

I like the curbless sidewalks in the plan and heard they might allow Main to evolve into a car-free public space in the future. Why wait? My husband is in a wheelchair 24/7 now, so I get it that people want to drive and park right by the door of their destination, but in a county of over half a million people that's not possible. Not downtown, at Winco, or even the doctor's office. What is possible now is to make it safe and accessible for us to wheel across the street without worrying that a driver won't see us. If my husband's foot falls off the footrest while crossing a plaza, we aren't endangered as we stop to secure it.

Endangered... these plans completely disregard our warming planet and our recently adopted Climate Action Framework: "Shift driving trips to clean, active modes of transportation." Vehicle travel was identified as the producer of 34% of our local carbon emissions in 2019. New designs must reflect our responsibility to the health of people and the planet.

I'm sorry to be this blunt, but you've given us a 20-million-dollar drive-thru that endangers people and the planet and short-changes businesses on Main Street. You've looked backward, not forward. Main Street has so much personality and potential to offer us the connected experience we need as humans. Please reconsider.

Jan Verrinder

From: [Bill Laitner](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Monday, July 31, 2023 7:58:09 PM

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Changing one lane to a sharrow will do nothing to increase bicycle safety and is no change from current conditions. When I bicycle Main Street I have to force drivers to “share” the lane with me. Many are frustrated. NOBODY understands sharrows. Data shows they don’t work anywhere. They won’t work on Main Street.

A wider sidewalk and sharrows? That’s basically all? That’s the best we can do?

This appears to be a huge missed opportunity. The people of Vancouver deserve a bold, creative improvement from their leaders.

Please take a second look .

From: [Samin Sepasi](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#); [Ken Williams](#); [Leah Jackson](#); [Jim Thomas](#); [Amy Horstman](#); [dan.packard@gmail.com](#); [Carole](#); [Holly Williams](#); [Kennedy, Rebecca](#); [Derya Ruggles](#); [Peter L. Fels](#); [Stober, Ty](#)
Subject: Main Street Promise Project
Date: Monday, July 31, 2023 11:06:27 PM

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Hi Commissioners,

I've been following the Main Street Promise project since it was first announced, and was excited for a design that would reimagine Main Street.

As long as I've lived here, Main Street has been suffering from loss of business, and most people now opt to go to the new waterfront instead of Main Street, due to the speeding cars, smell of exhaust fumes, and lack of space for pedestrians on Main.

I attended both open houses, and both times, an overwhelming majority of people's feedback was to remove vehicles from Main Street, and make it a pedestrian corridor. Where is that feedback? Why is the new design so focused on vehicles?

Does the Main Street Promise project not know that pedestrian (car-free) streets bring in much higher revenue for businesses, and even adjacent businesses? Where are the bicycle lanes that we so desperately want and need, and that our City's Climate Action Plan and Transportation System Plan so clearly outline should be at the forefront of our infrastructure projects?

To put it simply: This design is disappointing. It's a design that hasn't worked for the last 50 years, and it certainly won't work again with the addition of a few more trees and tiny benches next to a wall of parked cars.

I would ask you to please recommend to the Main Street Promise project team to change their design and ask for a car-free Main Street. It's not only the Main Street people want, but it's the one that people, and our businesses need.

Thank you,
Samin

From: [Jason Cromer](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#); [Ken Williams](#); [Leah Jackson](#); [Jim Thomas](#); [Amy Horstman](#); [dan.packard@gmail.com](#); [Carole](#); [Holly Williams](#); [Kennedy, Rebecca](#); [Derya Ruggles](#); [Peter L. Fels](#)
Cc: [Michael Doherty](#); [Samin Sepasi](#); [Jan V](#); [zefreak@gmail.com](#); [Zack Gatton](#); [Sara Schmit](#); [israel@ilopez.com](#); [Stober, Ty](#)
Subject: Main Street Promise Project
Date: Sunday, July 30, 2023 10:59:24 PM

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Hello Commissioners,

This Tuesday, August 1st, I hope you reject the Main Street Promise design proposal in its entirety. It is a design that does not meet our TSP or Climate Action Framework guidelines, nor does it supply any bicycle infrastructure, employ any traffic calming, and it makes no noticeable difference for the pedestrian experience.

The proposed design is merely a visual improvement on today's existing conditions, where the small gain of space from converting diagonal to parallel parking spots has been used to add a handful of benches next to parked vehicles, whilst removing bicycle corrals, parklets, and small streetscape areas. The current design's sidewalk width only allows for two adults to comfortably walk next to each other, meanwhile vehicles enjoy two travel lanes, and two lanes of parking throughout the entire 10-block stretch. There is no bicycle infrastructure, and nothing to stop vehicles from speeding 35+ mph down the street, as they do today.

We know this design will not work. This design has been in use for the last 50+ years, and the result has been a repeated pattern of failing businesses, poor pedestrian foot traffic, and a dangerous road that is riddled with speeding, exhaust noise/fumes, and drag races. What we do know is that transforming retail streets, like Main Street, into pedestrian malls has a profound effect on improving foot traffic, increased revenue for businesses, and increasing safety.

Our TSP and Climate Action Plan clearly state that the city, and the infrastructure we build, must contribute to lowering greenhouse gas emissions, and reduce vehicle miles driven while increasing usage of transit and microbility. How can a Main Street designed for people to drive down contribute to that? How can a Main Street designed without bicycle infrastructure contribute to an increase of bicycling? The answer is: It can't.

This is 2023, and cities around the world, and even in North America, are making these changes across their towns and cities because it works. A car-free Main Street isn't something bold, experimental, or risky. It is a tried and true method of creating a place that attracts people, and allows large swaths of people to gather and enjoy the space, and frequent the local businesses. It has become the standard for good urban design, and by not adopting this modern design, we will be decades behind before construction even starts.

We are at an inflection point where you have the power to dictate what Main Street will look like for the next 50+ years. Please: request that the Main Street Promise team create a design for a street that pulls people in and allows everyone, their children, the disabled, and the elderly to access the full width of the street, and create an environment that gets people to stay on Main Street, not a design that merely pushes people to drive through it. Thank you.

Best,
Jason

From: [Martha Ray](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Promise
Date: Tuesday, August 1, 2023 11:59:41 AM

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Please consider raised crosswalks for safety on Main Street.

Martha Ray
360 991-6059

From: [Nancy Helget](#)
To: [Nischik, Julie](#)
Subject: Main Street Promise
Date: Monday, July 31, 2023 9:04:22 PM

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Commissioners,

I would like to comment on the “Main Street Promise” plan. I oppose the plan, mainly because I don’t think the plan moves our city forward toward achieving any stated goal in the city’s adopted Climate Action Framework. Transportation emissions are one focus of the Framework. Reducing auto emissions is a goal. The “Main Street Promise” ignores the problem of auto emissions and merely entrenches the existing auto focused streets in our downtown. There’s nothing creative or even different about the plan. Yet presumably, some city money will be spent to carry it out.

Our city should be encouraging bicycle and pedestrian traffic to reduce GHG emissions from autos. I would urge the city to consider a pedestrian only Main Street combined with public transportation to help pedestrians come into and out of the area. Those two things combined with bicycle lanes would be a step in the direction of encouraging Vancouver citizens to view transportation options differently and still enable us to be and shop in the downtown area.

Please don’t vote in favor of merely reconfiguring Main Street. That would be a waste of money and a waste of an opportunity to move our city away from auto only transportation.

Thank you for considering my comment.

Nancy Helget
5121 NW Franklin St.
Vancouver, WA 98663

From: [Roy McCormick](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street redesign
Date: Monday, July 31, 2023 6:08:39 PM

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The proposed redesign is stunningly short-sighted. We can do better.

If you want a welcoming, quieter street simply remove the on-street parking and sharrows and add bike lanes. Frequent, free shuttle/trolley service would complete the transformation into a welcoming space.

Thanks for your time, -Roy

Roy McCormick
30302 NE Walmer Rd
Ridgefield WA 98642

From: [David Pike](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main street redesign.
Date: Monday, July 31, 2023 10:40:25 AM

You don't often get email from david.pike122197@gmail.com. [Learn why this is important](#)

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Please include bike lanes to reduce traffic and keep bikers safe

From: veghan1@aol.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street redux
Date: Monday, July 31, 2023 6:55:15 AM

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Seriously, has anyone heard of climate change????? Can the Main Street project be centered on pedestrian and bike traffic, bus stops and stroller friendly curbs? It's lovely to stroll through the Main Street area with friends, encouraging shopping in and out of shops you'd never notice while cruising by in a car.

From: [Ed Falsetti](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Please re-think "Main Street Promise"
Date: Monday, July 31, 2023 9:33:32 AM

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Hi-

Please re-think how to use the \$20M dollars for the Main Street Promise. Please consider a "Non-Automotive" plaza for this redesign.

Growing up in the Midwest, the city leadership took 3 sections of streets and made them pedestrian/bike only, and so many were opposed. The businesses on this street are thriving, and the area is a destination.

It seems that what Vancouver is proposing is incredibly shortsighted.

There are numerous cities that during COVID closed down streets and put tables outside to entice guests.....You know what, those cities are fighting to get money to beautify the areas and keep the pedestrian only. You can look at Mountain View CA as an example. You should call their civic leaders.

You have an unbelievable opportunity to be forward thinking and make a mark on Vancouver, please seize it!

Look at what Brussels has done...IT IS AMAZING. Vancouver could do the same.

Best Regards,

Ed Falsetti

5611 NE 265th Street
Ridgefield, WA, 98642

From: [Emilie Olson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City of Vancouver - Office of the City Manager](#); [Arenz, Julie](#); [Brum, Teresa](#)
Subject: Public comment on Main Street Promise design proposal
Date: Tuesday, August 1, 2023 9:53:38 AM

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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.

Good morning, Members of the Transportation and Mobility Commission,

My name is Emilie Olson, and as a constituent of Vancouver, I am reaching out to provide input on the Main Street Promise design. Through this multi-million dollar project, the City has a transformative opportunity to realize a shared recreational commons that advances its climate action goals and a safer, multimodal experience for all its residents. Unfortunately, the design as it's currently proposed does not fulfill this vision to its fullest potential. I encourage the Commission to consider the public feedback calling for practical revisions to the design that center active transportation, including a larger emphasis on pedestrian- and bike-friendly infrastructure as part of the overall plan. The Main Street Promise project will have a multigenerational impact, stewarding large capital investments that will only get more expensive to retrofit as time goes on, rather than building it right and holistically at the onset. Anticipating changing mobility patterns for consumers and businesses and the need for climate-friendly land use planning as a design principle from the get go will optimize resources over the long run and position the City of Vancouver as a positive model for other jurisdictions. To better adapt the current car-centric design to a more diverse set of mobility needs and possibilities, refinements to the Main Street Promise design should:

- prioritize new bike lanes over parking (as it is, downtown street parking and the parking garages are currently underutilized and plenty more parking spaces are on the way at the Waterfront and C Street);
- provide supporting infrastructure to facilitate safe extended travel/commutes via micromobility means (e.g., e-bikes, e-scooters);
- explore creative combinations of transportation modes to reduce VMT (e.g., a hop on-hop off electric bus or tram traversing up and down Main Street, the Waterfront, Fourth Plain and back to alleviate the need for parking density along popular shopping and dining corridors); and
- pilot "car-free" days on portions of Main Street by installing automated bollards that can easily be taken down or activated at will).

Incorporating these recommendations, among other ideas to promote healthy foot traffic, traffic calming, and scaled-back emissions from vehicular congestion, will boost the overall accessibility of Main Street so community members of various ages, incomes, mobility capabilities, and backgrounds can equitably enjoy the benefits of Vancouver's vibrant public spaces and local economy. I respectfully encourage you to translate the spirit of these comments and related practical recommendations from community members into key adjustments to the Main Street Promise project design as it is finalized.

Thank you for your consideration,

Emilie

From: [Jordan C](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: The Main street promise/redesign
Date: Tuesday, August 1, 2023 9:50:01 AM

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Why not invest the 20 million in a people-centered plaza? Think of Vancouver's Waterfront or the farmers' market. Have you been to Portland's pedestrianized street on SE Ankeny Rainbow Road? World-wide plazas for businesses thrive. We can too.

Be one of the first places to make an area actually people and bike friendly. It would be nice to not always have to keep your head on a swivel always on the lookout for a car/driver not paying attention.

From: [Sarah Collmer](#)
To: [Nischik, Julie](#)
Cc: cmo@cityofvancouver.us; [Arenz, Julie](#); [Brum, Teresa](#)
Subject: Vancouver's TMC Must Exercise Foresight and Environmental Responsibility
Date: Saturday, July 29, 2023 2:09:42 PM

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Dear Transportation and Mobility Commissioners,

As Vancouver continues to grow and evolve as a progressive, vital city with an eye to the future, so too our transportation and mobility plans should reflect foresight and attention to the most pressing problem of our planet: climate change.

I urge the commission to review and revise the current "Main Street Promise" project, which continues to emphasize car traffic at the expense of more people and planet-friendly options like bicycling and walking. To reduce carbon emissions and encourage healthier forms of community transport, the city should be emphasizing expanded pedestrian areas, eliminating car traffic in highly walkable city blocks, creating more car-free travel lanes for pedestrian and bicycle traffic, reducing speed and increasing safety in areas that do allow car traffic, and encouraging the development and use of electric mass transit vehicles. None of these are radical proposals; they both reflect the popularity of pedestrian-friendly city centers and best practices as evidenced in cities around the country and, more notably, worldwide.

Please exercise foresight, responsibility, and a sense of environmental justice in planning for the future of Vancouver's transportation future. Review and revise your current plan for greater pedestrian and cyclist safety, and ensure that Vancouver is taking a lead in caring about environmental quality for its current and future citizens.

Sincerely,
Sarah Collmer
Hough Resident

From: [Tracey Kasten Heil](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: What about the bike lanes on the new and "improved" Main St.?!?
Date: Monday, July 31, 2023 12:30:22 PM

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To whom it may concern,

If the city is going to spend \$20 million to redo Main Street, shouldn't they do so in a way that honors climate change objectives? What about ensuring safety and peace of mind for cyclists? The proposed design is far from visionary, and our citizens deserve better as we look 50 years into the future.

Please send the design back to the drawing board and come back with something that shows that the design honors the objectives of reducing vehicle emissions by *encouraging* bicycle use, not discouraging it by blatantly bad design.

Respectfully,

Tracey Kasten Heil
Camas, WA
360-852-3250

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From: [Nielsen, Kristin](#)
To: [Kennedy, Rebecca](#); [Drennan, Kate](#); [Nischik, Julie](#)
Subject: FW: Main Street Vision (Time for a better one)
Date: Tuesday, August 1, 2023 2:45:19 PM

Rebecca, Kate and Julie,

I think there are only a few left to send to you.

-Kristin

From: Amy Horstman <ajhorstman@yahoo.com>
Sent: Tuesday, August 1, 2023 1:31 PM
To: McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>; City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Fw: Main Street Vision (Time for a better one)

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FYI. Vancouver can do better for Main Street than the current proposal. I trust you all will help ensure that happens by providing direction and leadership.

----- Forwarded Message -----

From: Amy Horstman <ajhorstman@yahoo.com>
To: TMC@cityofvancouver.us <tmc@cityofvancouver.us>
Sent: Tuesday, August 1, 2023 at 01:29:04 PM PDT
Subject: Main Street Vision (Time for a better one)

Dear Commissioners,

Over the past 20 years I've watched downtown Vancouver begin to emerge from a ghost town that closed up by 8 pm (and many buildings just closed up all day) to begin to have some vibrancy. There are more offerings with food and entertainment and far more people present. I am so pleased that the City recognizes that is time for a new vision for Main.

Unfortunately, the plans outlined in the Main Street Promise are sadly lacking. This would be a stellar opportunity to provide on-street covered dining areas and full lane bicycle and pedestrian walkways, increase tree canopy to help combat urban heat island and climate change, and create a connected space for people of all ages and abilities to navigate and enjoy their community. There are so many examples of great car-free zones in other cities that have boosted business and provide vibrant areas with increased foot and bicycle traffic that directly result in increased sales. One example can be found in [Boise, Idaho's 8th Street Car Free zone](#). Since 2020 they are seeing a boost in business activity and sales. These covered dining areas are packed in summer and winter alike. This car free zone has created pedestrian hotspots that spill over to the adjacent businesses and result in increased sales.

Currently, crossing Main Street on foot even in an intersection is unpleasant. Cars travel at excessive speeds and don't observe the cross walks. Some have begun to use it as an exhaust-intensive parade route, revving unmuffled engines until the windows rattle. Even as an able-bodied person, I have had several 'close calls' with vehicles while I was crossing the street in a cross walk on Main.

Vancouver has successfully increased its downtown density to finally warrant a grocery store. Now we need to

provide safe and pleasant walking, sitting, and dining spaces for the population that lives within and visits downtown. We will reap rewards both in cash investment by consumers but also with increased opportunity for green space and tree canopy, community connectivity and social spaces, better walkability /cycling, reduced particulate emissions, which all leads to a healthier and **more fit population**.

Fire your consultants and go back to the drawing board. There are more than 20 million reasons Vancouver can do better than this plan.

-Amy Horstman
Hough Neighborhood
Vancouver

From: [Nielsen, Kristin](#)
To: [Kennedy, Rebecca](#); [Drennan, Kate](#); [Nischik, Julie](#)
Subject: FW: My thoughts on Main
Date: Tuesday, August 1, 2023 2:43:35 PM

fyi

-Kristin

From: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Sent: Tuesday, August 1, 2023 2:32 PM
To: Nielsen, Kristin <Kristin.Nielsen@cityofvancouver.us>
Subject: FW: My thoughts on Main

For TMC

-Amelia

From: Jason Cromer <jasonmcromer@gmail.com>
Sent: Tuesday, August 1, 2023 2:09 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>; McEnerny-Ogle, Anne <A.McEnerny-Ogle@cityofvancouver.us>; Stober, Ty <T.Stober@cityofvancouver.us>; bart@biaofclarkcounty.org; Fox, Sarah <S.Fox@cityofvancouver.us>; Harless, Kim <K.Harless@cityofvancouver.us>; Paulsen, Erik <E.Paulsen@cityofvancouver.us>
Subject: Fwd: My thoughts on Main

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Dear Commissioners,

The proposed "Main Street Promise" looks like more of the same. It is the same version of Main street, with a few cosmetic traffic (parking) changes. I would prefer a more bold approach, eliminating traffic on Main altogether. Main street needs to be more bicycle and pedestrian friendly. Other cities have done this to their benefit. Please use your imaginations and design something truly awesome. It's time to think out of the box. Thank you.

Jim Byrne
28501 NW 7th Ave.
Ridgefield, WA 96642

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You received this message because you are subscribed to the Google Groups "Alliance For Community Engagement" group.

To unsubscribe from this group and stop receiving emails from it, send an email to alliance-for-community-engagement+unsubscribe@googlegroups.com.

To view this discussion on the web visit <https://groups.google.com/d/msgid/alliance-for-community-engagement/CAOCz2Ei5ykcVx%2BzXmVjE22V8gU9AFwo2h7-WrFr2D%3Dp3Uc8dfQ%40mail.gmail.com>.

From: [Angie D](#)
To: [Transportation and Mobility Commission Agenda Calendar](#); [City of Vancouver - Office of the City Manager](#)
Subject: Main street makeover
Date: Tuesday, August 1, 2023 2:32:20 PM

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I'm a local cyclist and advocate of public transportation. So, here's my thoughts on your plan for Main Street.

Where is the attention to cyclists? Sharrows are useless and all they do is irritate drivers. Most cyclists don't want to ride that street with car doors opening on both sides, drivers cursing us because we're riding in "their lane"....

Can't you turn this into a walking street at least for a block to begin? How about a dedicated bike lane and remove some of the street parking?! [Climate Action Framework](#) adopted only seven months ago states "Shift driving trips to clean, active modes of transportation ... strengthen multi-modal connections (bicycle and pedestrian), improve accessibility, and connect [them] to major development centers." Why does the Main Street investment, surely a major development center, not encourage the same accessibility?

The businesses along Main Street won't get any of my money unless you come up with a better plan!

I realize this is late but hope you'll take into consideration just the same.

Angie

Adversity does not build character – it reveals it

From: [Amy Horstman](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Main Street Vision (Time for a better one)
Date: Tuesday, August 1, 2023 1:29:15 PM

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Dear Commissioners,

Over the past 20 years I've watched downtown Vancouver begin to emerge from a ghost town that closed up by 8 pm (and many buildings just closed up all day) to begin to have some vibrancy. There are more offerings with food and entertainment and far more people present. I am so pleased that the City recognizes that is time for a new vision for Main.

Unfortunately, the plans outlined in the Main Street Promise are sadly lacking. This would be a stellar opportunity to provide on-street covered dining areas and full lane bicycle and pedestrian walkways, increase tree canopy to help combat urban heat island and climate change, and create a connected space for people of all ages and abilities to navigate and enjoy their community. There are so many examples of great car-free zones in other cities that have boosted business and provide vibrant areas with increased foot and bicycle traffic that directly result in increased sales. One example can be found in [Boise, Idaho's 8th Street Car Free zone](#). Since 2020 they are seeing a boost in business activity and sales. These covered dining areas are packed in summer and winter alike. This car free zone has created pedestrian hotspots that spill over to the adjacent businesses and result in increased sales.

Currently, crossing Main Street on foot even in an intersection is unpleasant. Cars travel at excessive speeds and don't observe the cross walks. Some have begun to use it as an exhaust-intensive parade route, revving unmuffled engines until the windows rattle. Even as an able-bodied person, I have had several 'close calls' with vehicles while I was crossing the street in a cross walk on Main.

Vancouver has successfully increased its downtown density to finally warrant a grocery store. Now we need to provide safe and pleasant walking, sitting, and dining spaces for the population that lives within and visits downtown. We will reap rewards both in cash investment by consumers but also with increased opportunity for green space and tree canopy, community connectivity and social spaces, better walkability /cycling, reduced particulate emissions, which all leads to a healthier and more fit population.

Fire your consultants and go back to the drawing board. There are more than 20 million reasons Vancouver can do better than this plan.

-Amy Horstman
Hough Neighborhood
Vancouver

From: [Stephen LaPorte](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: We need a car-free Main street
Date: Wednesday, August 2, 2023 10:00:36 AM

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Commissioners,

I'm writing to you in support of making Main St. car free. I bike frequently downtown for both commuting to activities and exercise, and I think that incorporating bike plans into the Main St.'s redesign will make our community more safe, accessible, and enjoyable. I believe that designs built for bikes and pedestrians first can accommodate more people and provide a great experience for everyone—including those who arrive by car!

I'm proud to live in Vancouver WA and I'm looking forward to spending time on Main St. with my family for the years ahead. I hope it's something we can do safely by bike.

Best,
Stephen LaPorte

From: [Eli Andrew](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnery-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Lopossa, Ryan](#); [jirving@mackaysposito.com](#); [Kennedy, Rebecca](#); [Michael Walker](#); [admin@vdausa.org](#); [Cooley, William](#)
Cc: [Jason Cromer](#)
Subject: Car-free Main Street
Date: Monday, August 7, 2023 10:48:25 AM

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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.

Dear Mayor and Councillors,

I am writing to urge you to support a car-free vision for Main Street. As a resident of Vancouver, I tend to only visit Main Street on rare occasions because I find it to be very unwelcoming to pedestrians. When I heard about the proposed changes to Main Street I realized that this could be our opportunity to build a welcoming environment for people rather than vehicles.

As we, like many other cities, try to revive our downtowns, it's important to remember to design our spaces for people over everything else. It's no surprise that people don't want to spend much time in an area with high volumes of vehicle traffic, and where more space is given to parked vehicles than the actual people who are using the space.

The choice ultimately comes down to you. Do you want to decide to let Main Street continue to be another bad example of car first street design, or do you want to be the ones who decided to do something different? You have the chance to create an iconic street in North America, one that people will visit Vancouver to see, and one that our fellow residents will be proud of and want to visit over and over. I urge you to do the latter, to leave a lasting legacy on this city and to let Vancouver live up to its true potential.

Best,
Eli Andrew

From: [Drennan, Kate](#)
To: [Nischik, Julie](#)
Subject: FW: Main Street Promise
Date: Monday, August 7, 2023 11:41:48 AM
Attachments: [Main Street Promise Project.docx](#)

One more from a downtown retail org

Kate Drennan | Principal Transportation Planner
Pronouns: She/Her/Hers
CITY OF VANCOUVER, WASHINGTON
Community Development Department (CDD)
Desk: 360-487-7959 **Mobile:** 360-624-2958
www.cityofvancouver.us

From: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Sent: Monday, August 7, 2023 10:11 AM
To: Arenz, Julie <Julie.Arenz@cityofvancouver.us>; Drennan, Kate <Kate.Drennan@cityofvancouver.us>; Kennedy, Rebecca <Rebecca.Kennedy@cityofvancouver.us>; Lopossa, Ryan <ryan.lopossa@cityofvancouver.us>
Subject: FW: Main Street Promise

Please find the attached letter regarding the main street promise.

Thanks,

Sarah Dollar | Assistant to the City Council
CITY OF VANCOUVER, WASHINGTON
City Manager's Office
Pronouns: She/Her/Hers
www.cityofvancouver.us

From: Linda Glover <linda@divineconsignfurniture.org>
Sent: Friday, August 4, 2023 4:35 PM
To: Dollar, Sarah <Sarah.Dollar@cityofvancouver.us>
Subject: Main Street Promise

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Sarah,

Could you, please, distribute this letter tot he City Council?

Thank you!
Linda

--

Linda Glover, Executive Director
Gifts For Our Community
904 Main Street Vancouver, WA 98660
[Web: Divine Consign](#)

Dear Members of the Vancouver City Council,

I am writing this statement as Executive Director of Divine Consign, the largest actively operating retail establishment on Main Street for the past 20 years. I wish to express our enthusiastic support for the Main Street Promise Project.

As stakeholders in the Main Street community, we are proud to have been a part of this vibrant neighborhood for two decades, witnessing its growth and transformation. We wholeheartedly believe in the potential of the Main Street Promise Project to uplift the corridor and create a more accessible, inviting, and thriving regional destination. We acknowledge the need for progress and improvements to ensure the continued prosperity of local businesses, and we are excited about the opportunities this project presents.

It is crucial to recognize that Main Street serves as a hub for not only Vancouver residents but also attracts visitors from neighboring areas, making it a regional destination. We have seen firsthand the significance of striking the right balance between pedestrian-friendly infrastructure and vehicular access. Many visitors and customers depend on vehicular transportation to reach our businesses and experience the unique offerings of Main Street.

In conclusion, we extend our full support to the Main Street Promise Project while advocating for a balanced and pedestrian-centered corridor. As the largest actively operating retail establishment on Main Street, we understand the significance of maintaining vehicular access to preserve the vitality and economic prosperity of this vibrant corridor. We look forward to collaborating with the City Council to ensure that this project becomes a resounding success, benefitting the entire community, and preserving the unique identity of Main Street.

Thank you for your time and consideration.

Sincerely,

Linda Glover

Executive Director, Divine Consign

From: [Samin Sepasi](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnery-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Lopossa, Ryan](#); [jirving@mackaysposito.com](#); [Kennedy, Rebecca](#); [Michael Walker](#); [admin@vdausa.org](#); [Cooley, William](#)
Subject: Main St Promise Feedback
Date: Sunday, August 6, 2023 11:50:58 PM

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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.

Hello all,

My name is Samin and I'm a Vancouver resident. I use walking and biking as my primary modes of transport. The time is now to decide whether we want to build a Vancouver for residents, families, visitors, or cars. I urge you all to consider closing off Main St to car traffic.

While we need to make sure everyone can access Main Street regardless of their mode of transport, the drawbacks of allowing vehicles on Main St far outweigh the benefits. We need to decide how we will set Vancouver apart as a destination for visitors and tourism, and all major destinations around the world have pedestrianized streets to draw in visitors.

Personally I can't tell you the last memorable street I visited and walked around in which had cars running through it. I don't feel safe in such streets, they're not enjoyable and I try and get in and out as fast as possible. Even currently I avoid dining at restaurants on Main Street due to the noise and pollution from cars. There are countless studies that show businesses in pedestrianized streets benefit greatly from increased foot traffic and more time spent by visitors in local shops and restaurants.

We need to keep the momentum of positive gains post Covid such as increases in space for outdoor dining, walking, and biking. Such space will encourage visitors to enjoy all that downtown has to offer and spend more time and money to also support local businesses. A pedestrianized street will be a huge boon for tourism and I ask you all to design a street for the future economic growth of Vancouver.



Thank you

From: [Jason Cromer](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnerny-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Lopossa, Ryan](#); [Jason Irving](#); [Kennedy, Rebecca](#); [Michael Walker](#); admin@vdausa.org; [Cooley, William](#)
Subject: Main Street Design Enhancements
Date: Monday, August 7, 2023 2:32:59 PM

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.

Hi City Council members, Mayor Anne, and City Staff,

I wanted to raise a discussion on three aspects that are missing from the current design. These were raised by the Transportation and Mobility Commission, and are valid concerns that I believe should be addressed, regardless of the design that is used.

1. Mobility lanes - Design principles outlined in our TSP and national standards call for equitable share of the road for all users. The current design doesn't have any mobility lanes whatsoever. Sharrows on higher speed roads (Main Street) are not considered safe or appropriate for those bicycling or rolling in all age groups, especially given the 3% grade going north on Main Street. I personally wouldn't take my children, or even adult family members who are less experienced with bicycling, on a sharrow. The 7' sidewalks are too narrow for foot traffic, especially if you include those in wheelchairs. Furthermore, the current design will encourage bicyclists to use the sidewalk, which is not ideal given the small amount of width for pedestrians in the current design. I don't believe we should be pushing for a design where pedestrians, disabled folks, and bicyclists all share a small 7' sidewalk.
2. Physical Traffic Calming - The current design only utilizes passive traffic calming (narrower lanes, limited center stripe, different pavement materials), but there are zero proactive traffic calming tools in place. These usually include speed tables, chicanes, medians, and pinch-points. As seen with the installed speed tables on the new Waterfront, we know that this type of traffic calming is needed given the speed at which people drive. These treatments are much more expensive to add later, and much easier to add while we are repaving the street. Why wait until someone is severely injured or killed before adding speed tables? Let's be proactive and prevent injuries and deaths from happening from the get-go.
3. Automated Bollards - This is another feature that is much cheaper to install while the repavement is done, instead of as a later addition. This will allow safe street closures, and a smooth transition into an eventual car-free Main Street, as advertised by the Main Street Project team. The addition of these would simplify festival street closures, and remove the extra resourcing (staff and physical barriers) it would take for manual bollard implementations.

Main Street could be so much more, and offer an incredible experience for people visiting. I really hope the project team and the city staff take these design enhancements into consideration, as they would greatly improve street equity and safety for everyone traveling down Main Street. Thank you.

Best,
Jason

From: [Jason Cromer](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnerny-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Lopossa, Ryan](#); [Jason Irving](#); [Kennedy, Rebecca](#); [Michael Walker](#); [admin@vdausa.org](#); [Cooley, William](#)
Subject: Main Street Promise Feedback
Date: Monday, August 7, 2023 10:18:40 AM
Attachments: [West-Loop-Pedestrian-04.png](#)

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Hello City Council members, Mayor Anne, and City Staff,

We're about to enter the year 2024, and one thing that's been at the forefront of urban design globally in the last decades, but especially since the Covid epidemic, has been removing cars from cities, and instead using that space for **people**.

Have you travelled outside of the US and gone to the popular places around the world? Barcelona, Munich, Kyoto, Utrecht, Vienna, Prague, Paris, Copenhagen, Oslo, Amsterdam, Tokyo, and small towns and villages all over the world? Any chance you've also been to an amusement park too, like the Enchanted Forest, or the world's most popular one: Disneyland?

People from around the world flock to these locations for many reasons, but they all have one thing in common: They have a focus on being car-free. The cities and towns mentioned above all have car-free town squares, streets, and/or entire districts. Amusement parks are entirely car-free and are quite literally modeled after car-free European cities. Why? Because these are places built for **people** to enjoy.

Now compare these examples to the new Main Street design. Over 54% of the width is allocated to vehicles, meanwhile pedestrians are squeezed into 7 feet of space, barely wide enough for two people to walk side-by-side. This isn't a revolutionary or bold new design, as is marketed, and it certainly isn't anything close to being a place for people to stay at and enjoy.

[Studies have repeatedly shown](#) that pedestrians and cyclists [outspend those who drive](#). I understand the concern from businesses on Main that they fear losing their parking will be detrimental to their business. However, this is a [misconception, and bears no truth](#). We should absolutely not be building infrastructure in our city based on the misconceptions of a handful of business owners, especially given the overwhelming abundance of data that proves contrary to their fears. The overwhelming response at the open houses, public response, social media, and the TMC meetings have been to build a car-free Main Street, yet the voice of the **people** of Vancouver are being completely ignored.

We see that car-free streets work in low density towns in the US, like Burlington Vermont, Charlottesville, Santa Barbara California, and Cumberland Maryland, just to name a few. We see that that work in medium density cities, like Boise Idaho, Riverside California, and Salt Lake City Utah. We see that they work in high density cities like San Francisco, New York, and Los Angeles.

We see that they work everywhere, because they create an environment that **draws people in**, and gets **people to stay**. This creates more foot traffic and generates more revenue for small

businesses, and it draws people in to stay for longer periods of time. This is the opposite of what the current Main Street design accomplishes, and it is precisely why Main Street has performed so poorly in the past.

I've heard members of the project team say that this opens the door for a car-free Main Street in the future. To that I ask: Why not start now while we have a clean slate?

The issue with building a car-centric street now is that if we do decide to shut it down to cars in the future, we will still have a 40-foot concrete desert in the center of Main Street. That is not a pleasing place for pedestrians. Let's use the one opportunity that we have for the next **50+ years** to design a place that is pleasing for **people**, not just cars, and create a design that is truly innovative, bold, and in line with our city goals. Otherwise, we are just wasting 20 million dollars on a repavement that will continue to see Main Street businesses suffer.

Below are some images of car-free Main Streets in cities across the US. There's no debate that anyone would rather be at any of these places than the new Main Street design. Why? Because the places below are built for **people**, not cars.

Best,
Jason







From: [Dev](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnery-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Loossa, Ryan](#); [jirving@mackaysposito.com](#); [Kennedy, Rebecca](#); [Michael Walker](#); [admin@vdausa.org](#); [Cooley, William](#)
Subject: Main Street Promise Project
Date: Saturday, August 5, 2023 10:42:23 PM

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

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Hi City Staff and City Council members,

I am writing to you today to ask you to please reconsider the Main Street design. The design that is currently proposed fundamentally lacks one core thing: A space for pedestrians.

Main Street has suffered for decades due to the car-centric nature of the street design, and the new design doesn't change a thing about that. Cities all over are switching over to a car free environment where there is retail, and they've been a resounding success.

I can tell you right now, my daughters do not feel welcome or safe on Main Street. Cars whiz by quickly, and people have a complete disregard for other human life when they're driving. Coming from a small Appalachian town with a car free main street, I can tell you that the comfort that people and their families experience there is unparalleled. If you have a moment, please take a look at [Cumberland Maryland](#) and see what a small, rural town has done to create a welcoming space for everyone.

I personally think the online documents are deceptive since they claim "safety" for "everyone". Where is the safety for the families and children that want to play and run around? Where is the safety for the folks bicycling (I saw absolutely no bicycle lanes in this new design)? When I look at the new design, I don't see safety at all. I see a place for people to speed and idle while they wait for parking when there are a million dang parking spots on the blocks nearby.

It's appalling to me that in this year, 2023, we have an opportunity to completely redo the Main Street, and all that we get is another road. When I last sat in on one of the presentations, one of your team members (Ryan L) mentioned the street will eventually be closed to cars. If that's the case, why design something half-baked instead of designing the street for how it will be used in the future? That kind of short-sighted thinking just doesn't sit well with me.

Please take this opportunity to do what other towns have done right: blocking the space off to cars and making the space open for pedestrians.

The otherwise complete waste of concrete could be utilized for food carts, more trees, seating, art, or a list of other things that bring people into the area for enjoyment, and bring people in to stay. The current design does not, and unfortunately it's not something I would bring my family to experience.

With kindness,

Dev

From: [Peter L. Fels](#)
To: [Hansen, Bart](#); [Stober, Ty](#); [Paulsen, Erik](#); [Fox, Sarah](#); [Perez, Diana](#); [Harless, Kim](#); [City of Vancouver - Office of the City Manager](#); [McEnerny-Ogle, Anne](#); [Transportation and Mobility Commission Agenda Calendar](#); [Brum, Teresa](#); [Arenz, Julie](#); [Lopossa, Ryan](#); [jirving@mackaysposito.com](#); [Kennedy, Rebecca](#); [Michael Walker](#); [admin@vdausa.org](#); [Cooley, William](#)
Cc: [Jan V](#); [Jason Cromer](#); [Heidi Cody](#); [dan.packard@gmail.com](#); [Amy Horstman](#); [Wayne Nussbaum](#); [peter@BikeClarkCounty.org](#); [BCCShop](#); [Don Steinke via 350.org Campaigns](#); [zagatton@gmail.com](#); [zefreak@gmail.com](#); [Sara Schmit](#); [Ken Williams](#); [michael@opszero.com](#); [israel@ilopez.com](#); [Lisa Giacchino](#); [Mike Farber](#); [Samin Sepasi](#); [Jim Thomas](#); [Karissa Halstrom](#); [Jim Byrne](#); [billait@gmail.com](#); [Paul Sochacki](#); [chaznw@gmail.com](#); [Carole](#)
Subject: Main Street Promise
Date: Sunday, August 6, 2023 10:46:52 PM

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Dear Mayor and Councilors,

Last week, along with many others, I testified at the Transportation and Mobility Commission regarding the current proposed redesign of Main Street. The proposal is unimaginative, a mere facelift that does nothing to modernize our city and fails to meet any of the goals of the Climate Action Framework.

Over the years, Main Street has lost almost all of its retail businesses. While there have been increases in downtown's vitality since the 1990s, cosmetic changes to the parking on Main Street are not going to make the street more attractive to pedestrians, cyclists or outside visitors. What is going to bring people to lower Main Street is a unique car-free experience where people can stroll or ride on a silent electric tram and children can play in a safe, tree lined environment.

I expect other commenters will send you examples of places that have converted streets to exclude private cars, such as Santa Barbara CA, Burlington VT. and various European cities. I have wandered in a number of car-free Italian city centers, Dublin, Barcelona, The Grove in Los Angeles, Third Street in Santa Monica and streets in Brooklyn that were temporarily closed to traffic. They all were crowded with people enjoying the experience, dining and shopping.

Vancouver has ambitious goals to reduce greenhouse gas emissions. To get there we need to reduce single occupancy vehicle traffic and increase pedestrian, bicycle and transit use. I have advocated for several years for establishment of a hop-on-hop-off electric tram that circulates along Main Street from the Waterfront to Fourth Plain as a way to get people out of their cars and to connect Uptown, Downtown, the Waterfront and soon, the Waterfront Gateway.

Lower Main Street with an increased tree canopy, a tram and limits on cars could help us move toward the Climate Action Framework's goals while showing that it is worth visiting.

Please tell City planners that the current proposal for Main Street Promise is backward thinking and should be replaced with a truly pedestrian friendly car-free design.

Thank you.

s/

Peter Fels

5121 NW Franklin St., Vancouver