

Public comments for 2024-2029 Transportation Improvement Program (TIP)

Date	Name	Comment:
4/7/2022	Anonymous	<p>Over 20 cars have been trapped by more than 3 trains for over an hour trying to go home from Wintler Park. The train is parked. No movevent whatsoever. Please make a passthrough!</p> <p>Response: The fix to avoid the at-grade railroad crossing would be very expensive and may not be possible due to grades and the railroad's right-of-way. The existing crossing has been made as safe as possible with the industry standard crossing protections. The delay to traffic may be inconvenient but is not a high priority for the City's Transportation Department. Therefore, a project is not proposed to be added to the 6-year Transportation Improvement Program.</p> <p>Comment: It's awful to ride a bicycle in the city. Bike lanes disappear, neighborhoods are siloed, attitudes of motorists are harmful. I'm sick of needing a car to get places in the city. It's essentially no better than when I was a child. We need to do better.</p> <p>Response: The City is actively working to improve bicycle safety and connectivity citywide. Almost all the projects listed in our TIP install or upgrade bicycle facilities. Bike facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. The City also utilizes education and outreach to promote bicycle safety for both riders and motorists. In addition the City has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.</p> <p>Comment: Get rid of the pedestrian crossings that go from yellow, to solid red to flashing red. Drivers rarely stop when they go to flashing red thinking that the person has already crossed so it is free to just go. They are dangerous because from the pedestrian side they still show a walking person so they think they have a free crossing. Put in a regular stop light because drivers know what they mean. Again the yellow, solid red to flashing red are DANGEROUS!</p> <p>Response: You are referring to the pedestrian crossings known as "HAWK" signals. These pedestrian signals are considered an industry standard best practice for making mid-block pedestrian crossings as safe as possible. The City follows the Manual for Uniform Traffic Control Devices (MUTCD) rules for operating these signals. Per the MUTCD, the signal operates as you have described yellow, to solid red, then to flashing red. A motorist is supposed to stop at the solid red. A motorist may proceed on a flashing red after coming to a complete stop and if there are no pedestrians in the crosswalk. The City continues to evaluate the use of HAWK signals on a case by case basis.</p>

4/18/2022 Anonymous **Comment:** Bicycles need their own lane, not to share the lane with cars.

Response:

The City follows industry best practices for bicycle facilities. Some bicycle facilities work well sharing the lanes with cars if the facility is signed and marked properly and the vehicle speeds and volumes are low. As vehicle speed and volume increases, shared facilities are not recommended. The City continues to evaluate shared bicycle facilities on a case by case basis and following industry best practices.

Comment:

4/25/2022 Anonymous Regarding the Interstate bridge: 1) Light rail between Portland and Vancouver should go to where people work. There should be Stops near all the warehouses along marine drive. The same goes for the Vancouver side. People will use light rail if it goes where and when they need to go. 2) If there are tolls put in place they need to be affordable.

Response:

The Interstate Bridge Replacement Program (IBRP) is a joint mega project between the States of Oregon and Washington. The City of Vancouver is a stakeholder in the project and has been providing comments and recommendations. Citizen comments should be submitted here: [I-5 Bridge Replacement Program \(interstatebridge.org\)](https://www.interstatebridge.org). More information can be found on the City's website: [Interstate Bridge Replacement \(IBR\) Program | City of Vancouver, Washington, USA](https://www.cityofvancouver.uswa.gov/interstate-bridge-replacement-program)

Comment:

5/2/2022 Anonymous It's important to extend light rail between Portland and Vancouver, as well as have safe bike and pedestrian paths across the Columbia river. Please be sure to address this in the I5 bridge upgrade plans.

Response:

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Comment:

5/2/2022 Anonymous I'm excited about the Vine upgrades that are happening all along Mill Plane in my neighborhood!

Response:

The City of Vancouver is excited about the Vine too. You can find out more information about the Mill Plain Vine here: [BRT Home \(catchthevine.com\)](https://www.catchthevine.com)

Comment:

5/2/2022 Anonymous

I would like to see a stronger emphasis on the development of infrastructure to support the additional apartments and multi housing units when they replace a single house on an acreage. I see many areas where 1 farmhouse is removed and 30 or 60 apartments are put in but the access is on a 2 lane road with no better way to move 30x the people and cars except through lines and waiting. (ie 72nd Ave and 119th St area, Walnut Grove area.

Response:

The City's TIP does not dictate parking requirements for private development. Parking requirements for private development are outlined within multiple sections of title 20 of the Vancouver Municipal Code (VMC). Here is the link to title 20 of the VMC: [Title 20 Land Use and Development Code | Vancouver Municipal Code](#). You can submit comments about parking standards to the following email: cddplanning@cityofvancouver.us

Comment:

5/2/2022 Anonymous

Parking in the places where multiple houses are put in. I see the streets becoming the parking lot for under planned living areas. Could you require 1 parking spot for every bedroom and add 1 to accommodate the fact that one room will be a couple with 2 cars. For example a 3 bedroom apartment needs 4 parking spaces on site, off the street to be approved; a 2 bedroom unit needs 3 parking spaces etc. Thank you.

Response:

The City's TIP does not dictate parking requirements for private development. Parking requirements for private development are outlined within multiple sections of title 20 of the Vancouver Municipal Code (VMC). Here is the link to title 20 of the VMC: [Title 20 Land Use and Development Code | Vancouver Municipal Code](#). You can submit comments about parking standards to the following email: cddplanning@cityofvancouver.us

Comment

9/4/2022 Anonymous

192nd where it goes to 2 lanes is insane. If they have a soccer event it's even worse.

What's the plan for 4th plain and 500.

Response:

The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward.

4th Plain and SR500 is under the jurisdiction of the Washington State Department of Transportation (WSDOT). WSDOT is currently studying the SR503 corridor. Comments can be submitted to WSDOT here: [SR 503 Corridor Plan: Vancouver to Battle Ground | WSDOT \(wa.gov\)](#)

Comment:

I would love to see TRANS-719: NE 112th Ave - E Mill Plain Blvd to NE 28th St prioritized. NE 112th is an absolute mess. A high traffic road with no place for pedestrian movement and constant bumps along the way. Not to mention never ending development surrounding it. This should be a top priority. I hear people complaining about it constantly.

9/5/2022 L. Stevenson

Response:

There are two projects proposed in the TIP along NE 112th Avenue. The one you referenced (TRANS-719) is an arterial improvement project to bring NE 112th Avenue up to urban arterial standards. This will be a very expensive due to the built environment along both sides of NE 112th Avenue. The City continues to pursue funding options for this project. The other project is a newly added project in the funded list. It is a complete street project with the goal of improving safety for pedestrians and bicyclists along NE 112th Avenue from Chkalov to 4th Plain. This project is planned to be done in conjunction with paving work along the corridor expected to be done in 2025 or 2026.

Comment:

1. In the last 6 months I have reported over 400 burnt out street lights in southeast Vancouver. The City of Vancouver's website states that 13,500 of the 18,000 street lights inside city limits have been replaced. I think it is time to replace the rest. The remaining lights are high pressure sodium lights that are not energy efficient. They are old and constantly burning out. I report one, it gets fixed, and the next one goes out. They are constantly blinking on and off. I would love to see these funds go towards finally finishing this project, as street lights improve livability.

2. Incomplete sidewalks are a liability for the city. For example, if you go down SE Olympia Dr, you will see incomplete sidewalks with ada ramps. So a disabled person will use the ada ramp and go down a sidewalk, only to end up in someone's yard, rather than the end of the sidewalk.

3. It is time to complete Trans-857. SE McGillivray turns into SE 10th St and it is the only portion of the road that is tight and dangerous for pedestrians. With how fast people speed down this stretch, it has become a hazard for pedestrians. Please install sidewalks and ada ramps along SE 10th St from SE 98th Street to Ellsworth Road.

4. I was pleasantly surprised to see the north end of SE 192nd included on the list. However, without the completion of SE 18th St, this will leave a huge gap in movability. The north end of SE 192nd connects to NE 18th St in the shape of an L. Traffic volumes there have increased exponentially. After all these years of having east Vancouver incorporated into city limits, it is time that we get an urban upgrade to this major arterial.

9/7/2022 L. Stevenson

Response:

- 1.) The City continually monitors street light outages and fixes outages as quickly as possible. The City recently upgraded approximately 13,000 street lights to Light Emitting Diode (LED) bulbs which are much more energy efficient and reliable. The City continues to work on upgrading the rest of the City's street lights to LED as resources allow. The TIP has an ongoing program to install/upgrade street lights along City streets (TRANS-869).
- 2.) The City is actively working to improve pedestrian safety and connectivity citywide. Almost all the projects listed in our TIP install or upgrade pedestrian facilities. Pedestrian facilities are continually being installed/upgraded with our capital projects, with our pavement management program, and by the development community. In addition the City has recently provided additional funding for our complete street program in the coming years so even more work will be able to be done in the future.
- 3.) The City move projects forward as resources allow including TRANS-857. Currently there is no timeframe for funding, however the City has recently provided additional funding for our complete street program, which includes sidewalk improvement projects. Hopefully, this allow the SE 10th Street sidewalk project to move forward in the coming years.
- 4.) The City move projects forward as resources allow including TRANS-607. The City recently received a federal grant from the Regional Transportation Council (RTC) to begin design of 192nd Avenue from SE 1st Street to NE 18th Street. The project is listed in the TIP on the partially funded list (TRANS-607). The right-of-way phase and the construction phase are currently unfunded, but the City will continue to pursue funding options to move this project forward. NE 18th Street is listed in the TIP in several phases due to the length of the corridor. The phase that connects to NE 192nd Avenue is TRANS-349. That phase of 18th Street is currently unfunded, but we continue to work on 18th Street phase by phase and it will be completed as resources allow.