



OPEN HOUSE SUMMARY

SE First Street Improvements – Open House Meeting
September 1, 2015 / Mill Plain Elementary Gymnasium, Vancouver, WA
5:00 p.m. - 7:00 p.m.

Project Team Attendees:

City of Vancouver- Jeff Schmidt, Loretta Callahan, Brooke Porter, Hassan Abdalla, Jennifer Campos
MacKay Sposito – Daniel Teran, Hollie Logan, Lisa Schauer

Open House:

This Open House was conducted with an informal, informational format with no formal presentation. Property owners along the corridor received postcards encouraging them to stop by any time during the two-hour gathering to view proposed design exhibits and speak with members of the project team.

Overall Summary:

Approximately 50 community members located along the SE First Street corridor attended the Open House.

Various questions about the SE First Street project were raised and addressed by members of the project team.

Overall, residents who attended the Open House were concerned about current rural conditions of SE First Street and supportive of improvements. There was very strong demand for starting construction as soon as possible, though staff advised that funding for the remainder of right-of-way acquisition and construction had not yet been identified.

Ten formal comments were submitted at the meeting. All attendees were provided a comment form, and many indicated they would mail in their comments later.

Specific Community Member Comments (as of 9/3/15):

1. Supportive of proposed improvements. Strong proponent for sound wall on north side from 172nd to 175th Avenues.
2. Concern regarding current corridor and safety. Would like to see speed limit lowered to 25 mph (currently 40 mph). Encourages consistent standard design for bike facilities throughout the City.
3. Recommends shifting access of Commercial Plaza moved to align with SE 170th Avenue. Supports sound wall on north side between 172nd and 175th Avenues. Concerned about overnight semi-truck parking along corridor.
4. Overwhelmingly supportive of proposed design and pleased with consideration of all users.
5. East of SE 177th Avenue – recommend adding a raised island for transition from rural to “urban

multimodal congested zone.

6. Use only “piano” cross walks (change SE 177th Avenue) per visibility and maintenance.
7. Looking forward to the upgrades.
8. Cut back trees – happy to discuss, roots are an issue
9. 164th Avenue- Bike boxes – why only narrow (2 lane) and not across full intersection? How should bikes make a left turn?
10. 164th to 170th Avenues – Distance between unmarked pedestrian crossings is too far. Please consider adding more marked crossing opportunity (per 3 lane facility)
11. Provide assistance with cut through traffic on SE 175th Avenue to the Columbia Tech Center Vancouver Center campus.

General Comments:

- Concern for full access for commercial properties at 164th Avenue.
- Subdivision at SE 170th avenue, concern that people are not utilizing stop signs throughout the neighbor and failure to comply is not being enforced.
- Request for sound wall installation on north side of SE First Street near 175th Avenue cross section.
- Need to expand initial phase of project to 192nd Avenue– prioritize entire corridor.
- Concern with existing speed limit remaining at 40 mph.
- Concern for Union High School students and the current conditions walking to school along First Street.
- Concern regarding semi-trucks parking along the corridor – namely in front of English Winery, and on the north side approaching 164th Avenue.
- Request for sound wall on First Street from 172nd to 175th Avenues– sound wall on south side may cause noise reflection to those on the north side. Concern regarding noise and crime prevention.
- Support for turn lane changes at 172nd Avenue.
- Comment that temporary fencing along 172-175th Avenues is in disrepair and falling down.
- Recommend closing current access to commercial property north between 170th and 172nd and shifting to new access point across from 170th south.
- Heading north off of SE First Street on 172nd Avenue, the road is very narrow here for 5-6 blocks
- Recommend a dedicated emergency vehicle lane vs. dedicated bike facilities.
- Desire for traffic signal at 166th Avenue (Cascade Park Estates proposed access).
- Concern for RV and emergency access and navigation with proposed Cascade Park Estates access.
- Traffic light crossing 164th Avenue on SE First Street does not stay green long enough for traffic to cross. Users get impatient and often run the yellow/red lights.
- Reduce the speed on SE First Street to 30 MPH to reduce conflicts at driveways.
- Desire to add a signal to the intersection of the proposed Cascade Park Estates access.
- Suggestion to change the layout of the bike and pedestrian facilities to have the planter strip/LID facilities in between the sidewalk and bike facility so the bicyclists would be right next to the road.
- Don't eliminate the eastern most driveway that provides access behind Parkrose Hardware.
- Reduce the height distance between the raised bike facility and the LID area to avoid serious fall issues if for some reason a person riding a bike had to swerve into that area.
- Safety concerns were raised about the potential of people walking who might wander into the bicycle facility area.
- The raised bicycle facility doesn't meet the needs of people riding bikes who like to travel 20-20 MPH.
- Concern regarding illegal use of jake brakes from trucks from the quarry/cement sites.
- Safety concerns about the driveways/side streets and how safe people on bikes would be crossing them; look at ways to increase visibility of people walking and biking.
- Concerns were raised about the bike facility through the intersection and what will be used to prevent right-hook situations.

Additional questions posed during Open House:

1. What is the plan to change current semi trucking parking on First Street?
2. B Avenue – Will there be roadway emergency access / City Services?
3. Regarding commercial development on north side of First Street between 170th and 172nd Avenues - Why did these developments not trigger requirements for improvements? Will future development trigger new requirements?