

From: [Karl Young](#)
To: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [City Council](#)
Subject: Enthusiastic support of the upgrades to McGillivray and 34th Street!
Date: Monday, February 12, 2024 10:45:32 PM

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Hello Project Planners and TMC!

I am SO excited by your plans for biking improvement! I'm sorry I missed the comment period before the recent meeting, I wanted to voice my support so here's an email!

I moved to Vancouver last summer and live on 11th street near McGillivray and Chakalov. I bike daily to work at nLIGHT (next to Discovery Highschool) so I use almost all of McGillivray and avoid 34th by jogging up to 20th. My goal is to bike to work > 200 days per year, and so far I'm on track!

All the plans I've seen to improve McGillivray look great. Reducing to 1 lane is A+++ . I'm not sure if a left side or right side bike lane is better. I'm excited to use either one!

The current scary things about biking on McGillivray are:

- getting squeezed between parked cars and a car driving in the right hand lane. This is worse on curves where cars tend to drift out of their lanes.
- crossing 4 lane wide 4-way stop intersections with unpredictable cars. I see cars run stop signs at least once a week.

I think your plans have a good chance of fixing both of these!

I don't currently bike on 34th because it feels like a death trap. The only way it feels even a little safe is to ride on the sidewalk. I don't like doing so because it disrupts walkers, is slower, and is an uncomfortable ride. I would love to be able to use 34th; it would reduce my commute!

A couple questions if you have time:

1. It seems like 11th street could see extra traffic trying to cut through from McGillivray to Mill Plain. Can speed bumps be added to 11th? What about bike lanes and sidewalks?! We would love to see a sidewalk + bike lane added to one side of 11th and the street narrowed. :-D
2. Are there plans to add sidewalks to McGillivray on the west end where there aren't any? We have a 2 and 5 year old and would love to be able to go on safe walks!
3. What about roundabouts on McGillivray? Have these been considered? I like them for cars, but am not sure how well they work for bikes.

Thank you for all your hard work planning these projects! Thank you so much for working to enable biking, walking, and other non-car ways of getting around. I am very grateful,

Karl Young, PhD

12000 block SE 11th Street,
Vancouver WA

From: [Jim](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Proposed McGillvray Stupidity
Date: Monday, February 12, 2024 2:51:11 PM

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Rather than ruining McGillvray for everyone, why don't you take the taxpayer funds and go back and fix the cycling and pedestrian aberration the city created on ST. Helens St. between 98th and Lieser, way back when.

As a regular cyclist (1-2 times / week) and and auto driver (8 / week) on McGillvray, I suggest that the proposers of this plan watch an old movie..."Idiocracy", as they should recognize themselves. But, feel free to use all the money you collect from the elite cycling community in user fees, to upgrade any or all the facilities we enjoy. Fix the potholes, repaint the lines, rake the leaves and as the old editor at the Columbian used to say; "Don't do stupid things".

Jim Williamson
1016 SE 101st Ave
(360) 281-4947
CC: The Columbian

From: [Bob](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th St & McGillivray Blvd Citizen Feedback
Date: Wednesday, February 7, 2024 12:49:12 PM

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Hello all,

It appears that these road projects (34th St & McGillivray Blvd) are going forward without proper design and planning. Here is my citizen feedback as a regular user of both these roads.

1. Since one of the goals is increased safety, how about y'all start by enforcing the laws already in existence! Every single time I use one of these roads, or am on the sidewalk or bike lane, I see illegal....let me repeat, ILLEGAL driving and maneuvers from automobiles and bikes. Safety would improve 10X by just enforcing existing laws. And guess what, that is practically free! Vancouver is the worst city I have lived when it comes to traffic laws being broken, every single time I am out I see laws being broken because they don't get enforced, even the police regularly break them (already sent that feedback to Chief Mori).
2. Reducing vehicle lanes is going to have a consequence that I have yet to see listed anywhere...road rage. Driver's are going to be mad they can't get by a bus, car, truck, etc., and will then go extra fast on a side street to make up for it. So all that does is move the problem from one street to another. 176th Ave already has regular and daily races going up and down the street, easily 100+mph. Plus, has anyone accounted for the thousands of additional cars that will hit 34th St from the development coming at the VIC?
3. What is the plan for emergency vehicles that need to travel the proposed single lanes? Vehicles will have minimal ways to move over to let them pass or will cut off bicycles during their attempt if there isn't a curb separating the bike lane from vehicle traffic.
4. SOLUTION FOR 34TH.... For a large section of 34th, there is a very wide median that could be used for traffic. Yes, it would mean taking out tree's and what is a relatively pretty buffer between traffic, but aren't people's lives more important than a small section of tree's? Then in areas that don't have that buffer, make it clear that bicycles have right of way in the lane, which is already law on most streets. There is already sidewalks on that entire section if I remember correctly. And don't forget to enforce the traffic laws.
5. SOLUTION FOR MCGILLIVRAY... McGillivray has a bike lane through a large section, that works well. What is missing is sidewalks in various sections. Just put in sidewalks so people don't have to walk in the parking area or bike lane. And don't forget to enforce the traffic laws.

This is just a sample of the problems or solutions that could be done. Now I hope y'all are listening, though I have my doubts.

Bob
Concerned citizen

From: [Dave M](#)
To: [Dave M](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 34th St and McGillivray plans
Date: Wednesday, February 7, 2024 3:39:23 PM

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Hello,

I am totally opposed to narrowing SE 34th and Mc Gillivray streets; I am opposed to changing them in any way.

For over 35 years I have either driven or walked along both SE 34th street and Mc Gillivray, nearly every single day.

This value of these streets is that they allow efficient movement of traffic, 99% of which is vehicular, and it is this efficient movement of vehicular traffic which contributes to the economic health and vitality of our community and which also generates tax revenue. Pedestrian and bicycle traffic is largely recreational and is in very low volume: I have personally observed on these streets fewer than a dozen pedestrians or bicyclists in any given hour and it has been this way for a long time.

For pedestrian safety, 34th street is one of the safest streets in Vancouver: at some points the sidewalk is 15 feet or more from the curb; in other places the sidewalk is shielded from the road by trees. In other places, the sidewalk is no different or closer to the curb than that of any other street in the city. Bicyclists have wide dedicated pathways on SE 20th street and other closer streets to choose from.

Narrowing SE 34th and McGillivray will increase the frustration of drivers and thereby decrease safety. This is exactly what happens when a lane on the freeway or a highway is shut down.

We should not transform SE 34th and McGillivray such that 99% of its users are adversely affected on behalf of 1%. Certainly not without a vote of the people. Also, these decisions should not be made by people who do not live in the immediately affected area.

Therefore, I oppose any changes to these streets.

Dave Munroe
17304 SE 34th St.
Vancouver, WA 98683

360-901-5177

From: [Cynthia Carter](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd street project
Date: Monday, February 12, 2024 11:34:12 AM

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

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I live 12010 SE McGillivray Blvd. I have read and have seen your proposals on the alteration plans. These plans DO NOT address the issues on our streets. All your plans will do is cause further congestion and make it impossible for homeowners to park in front of our houses, back out of our driveways, and back into our driveways without blocking the road. Furthermore the speed issue is not being addressed. Speed bump are not in the new plans. People will still drive fast. I have noticed the average speed in 35 mph. I have seen a fair amount of cars going 45 to 55 mph. I know this because I live right by the speedometer speed limit sign. Moreover the crosswalks are not truly being addressed either. There needs to be more friendly crosswalks for our children and pedestrians. The crosswalks that flash when a pedestrian is actually trying to cross would work wonders. Moreover, a turnabout at blairmont, 136th, and village loop would help those high congestion areas, slow vehicles down and help pedestrians too. Though there are bikers traveling on McGillivray, the current bike lane seems efficient. I wouldn't even be opposed to actual sidewalks being installed where there currently are not any. This would make it safer for pedestrians.

Please redesign the current plans to ones that actually make sense and find one that is a better alternative

Homeowner and tax payer,

Cynthia Carter
1201 SE McGillivray Blvd
Get [Outlook for iOS](#)

From: [Alisa Sloan](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray changes
Date: Monday, February 12, 2024 11:58:11 AM

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Hello! I was reading about plans to alter McGillivray and remove the existing boulevard design and the center islands and trees, and in response to that, I have to say, "Noooooooooooo!"

If you don't live in the neighborhood or drive the street regularly, you may not see it how the locals see it.

Removing the trees and widening the street would eliminate all of the charm, and seems like it would invite MORE TRAFFIC and faster travel speeds.

Most of all, I would hate to see all those homeowners who are provided a little shade cover and privacy have their homes suddenly exposed to two-way traffic. It's not good for mental health and I don't think it's safe for children or pets.

Please leave the road as-is! Maybe fix a few potholes but that's it!

Thank you for your consideration,

Alisa Sloan

From: [Tesda Hansen](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray
Date: Monday, February 12, 2024 9:28:46 AM

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Hello, I live off of McGillivray. My family and neighbors are very concerned about the fact you want to change the street. We all believe McGillivray street is perfect the way it is. Please leave it alone!!

Thank you!!
Tesda Hansen
Sent from my iPhone

From: pauldella151@gmail.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillvray Blvd street : proposed modifications
Date: Monday, February 12, 2024 12:52:07 PM

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To the decision makers within the City of Vancouver WA:

I have heard from numerous sources in my neighborhood and from the website posted on yard signs labeled "Save this Street" along Mc Gillvray Blvd that a proposal to remove one lane in both directions (east and west) is seriously being considered. As a homeowner who owns homes near this street I want to convey my strong opposition to this proposal. Removing one lane of vehicular traffic along this street will result in traffic congestion because of significant capacity reduction which is not a positive development for the people living or using this street near where they live. It will reduce the livability of the neighborhoods that are served from this arterial street and degrade the capability of this street to serve these neighborhoods. STOP THIS PROPOSAL FROM HAPPENING. It is ill advised and will create more problems than it solves. Leave McGillvray BLVD as it is now.

Paul Della
12317 SE 19 th Way
Vancouver Wa 98683
Sent from my iPhone

From: [Nick Marshack](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Mcgilvery street
Date: Friday, February 9, 2024 3:23:29 PM

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Hello and thank you for taking the time to read this email, I really appreciate it.

I live off of mcgilvery and I do agree that we should change it up but I am not a fan of the idea of making it a two lane road. It is a very busy street for the people that live on and off of it.

I used to hate roundabouts but I have come to love them. I think we should incorporate them on mcgilvery. Definitely at se village loop.

We should also install blinking yellow lights at all crosswalks.

These are my ideas but I will say this. I absolutely hate the idea of making it a 2 lane road.

Thank you for your time and I know no matter what happens to mcgilvery the decision that is made will upset some one that uses that road and I am sorry for that.

Thanks again.

Nick marshack
Sent from my iPhone

From: [Terry LaVonne Smith](#)
To: [Lopossa, Ryan](#); [Benoit, Emily](#); [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: savevancouverstreets@gmail
Subject: Proposed negative changes to 34th Street
Date: Thursday, February 8, 2024 12:48:57 PM

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We were recently informed by the group "Saveourstreets" regarding the proposed changes to 34th St. I believe according to your website this is called "SE34th Street Safety and Mobility Project". Why weren't the neighborhoods along 34th notified and given chance to comment? (Website says comment period is over!) We have lived in our Fisher Landing neighborhood for 9 years, we get plenty of solicitors but nothing from the city regarding this proposal.

You say it will increase mobility? Whose? I'm sure you have traffic counts for this area, what about the future development of the Hewlett Packard area that is in the works. I would like to see a comparison of the number of vehicles traveling 34th compared to bicyclists, bus ridership and dog walkers. What is the ridership on CTRAN?

Have you had any complaints regarding mobility on 34th?, wait until you put this into effect. If we need better crosswalks, okay! But to reduce this street from 2 lanes down to one for normal traffic is absolutely ridiculous. I'm sure there are more pressing issues to be spoken to rather than creating a new one. Will this be voted on by the City Council? Or had it been already?

My wife and I are strongly opposed to these proposed changes.

Sincerely,

Terry and LaVonne Smith
17107 SE Fisher Drive
Vancouver, WA 98683

Sent from [Mail](#) for Windows

From: [Patrick Mahedy](#)
To: [Benoit, Emily](#)
Cc: [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Re: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix
Date: Wednesday, February 7, 2024 11:02:45 AM
Attachments: [image001.png](#)
[image.png](#)
[image.png](#)

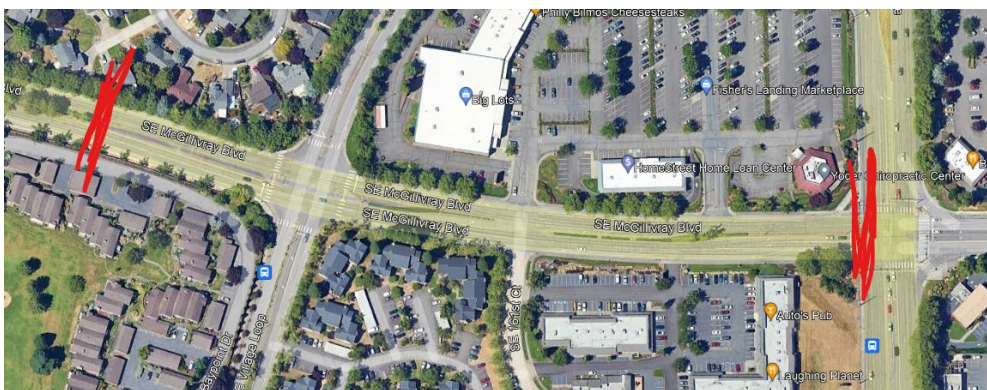
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Thanks Emily,

I do now see that the table footnote says a signal/roundabout is assumed at SE Village Loop & SE McGillivray Boulevard in 2035 and 2045 even though those LOS tables 7 & 12 refer to the Control type as AWSC. Control type should probably be updated to roundabout in those tables, especially if something like SIDRA analysis is being used for the delay figures being reported.

It's odd to not publish a Traffic Analysis Report/this report without an appendix, especially when the Existing Conditions report has one. I still suspect something is wrong with the 2035/2045 analysis at SE Chkalov Drive & SE McGillivray Boulevard, there is no footnote for this intersection in the tables indicating changes to the model. When ADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM WBT queue of 720ft/425ft/525ft respectively and PM delay of 31s/24s/27s respectively.

The report Conclusions state that, "As design options are refined, opportunities to minimize increases in delay experienced by drivers while providing necessary safety and mobility improvements for other users should be considered." I would propose the compromise between users of keeping two lane cross sections with wide bike lanes and no parking on the SE McGillivray Boulevard approaches to SE Village Loop & SE McGillivray Boulevard and SE Chkalov Drive & SE McGillivray Boulevard as these simple changes would reduce the total increase in intersection delay caused by the project by ~50% in the 2025 with Project condition. This change will also delay a signal/roundabout being warranted at SE Village Loop and those funds could be used instead for the more urgent need which is to improve 136th which is peak hour warranted for a signal in the 2025 with Project condition and which has many more Safe Routes to School users than SE Village Loop.





Sincerely,

Patrick Mahedy
B.S., Civil Engineering
Oregon State University
[503-550-4156](tel:503-550-4156)

On Wed, Feb 7, 2024 at 12:15 PM Benoit, Emily <Emily.Benoit@cityofvancouver.us> wrote:

Good morning Patrick,

Thank you for pointing out the calculation error in the Future Conditions Report. We have rectified the error in the [Future Conditions Report](#) and there is not an appendix for this report.

For both 2035 and 2045 the model assumes changes to intersection control to maintain operations under the With Project Scenario. This is stated in the Table Notes for Table 7 2035 LOS Summary (pg18) and Table 12 2045 LOS Summary (pg 28). Also, this change to intersection control to maintain operations under the With Project Scenario is included in the [McGillivray Staff Report](#) to the Transportation and Mobility Commission for longer term recommendations for the corridor outside the scope and timeline of this Safety and Mobility Project.

Thanks!

Emily Benoit (she/her)

Senior Transportation Planner
City of Vancouver

Community Development Department
cityofvancouver.us

From: Patrick Mahedy <mahedyp@gmail.com>
Sent: Tuesday, February 6, 2024 9:15 PM
To: Benoit, Emily <Emily.Benoit@cityofvancouver.us>
Cc: City Vancouver Moves <vancouvermoves@cityofvancouver.us>; Transportation and Mobility Commission Agenda Calendar <TransMobilityCommissionAgendaCal@cityofvancouver.us>
Subject: Re: McGillivray Boulevard Safety & Mobility Project – Future Conditions ERRORS and Appendix

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Hello Emily,

I see an updated report was posted today with fixes to Table 7: 2035 LOS Summary. When will the appendix be available?

I suspect something is wrong with the 2035/2045 analysis at SE Chkalov Drive & SE, unless there is some improvement in the model that isn't mentioned in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM WBT queue of 720ft/425ft/525ft respectively and PM delay of 31s/24s/27s respectively.

I suspect something is wrong with the 2035/2045 analysis at SE Village Loop & SE McGillivray Boulevard, unless there is some improvement in the model that isn't mentioned

in the report. When AADT increases between 2025/2035/2045 it makes no sense that the project condition has a PM delay of 19s/10s/10s respectively.

Thank you,

Patrick Mahedy

B.S., Civil Engineering

Oregon State University

[503-550-4156](tel:503-550-4156)

On Fri, Feb 2, 2024 at 2:04 PM Patrick Mahedy <mahedyp@gmail.com> wrote:

Hello Emily,

Is there a more up to date copy of the future conditions report available to the public than this one? <https://www.beheardvancouver.org/17338/widgets/63484/documents/50671> Is an appendix available for this report?

There are very glaring mathematical errors in the Delta columns of Table 7: 2035 LOS Summary that could lead to corrections in the summary memo to the TMC for the public hearing on 2/6.

Table 7. 2035 LOS Summary

ID	Intersection	Control	2035 No Build				2035 With Project				Delta	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
			Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	LOS	Delay (Seconds)	Delay (Seconds)
1	SE Chkalov Drive & SE McGillivray Boulevard	Signal	14	B	21	C	15	B	24	C	+1	+3
2	SE 119th Avenue & SE McGillivray Boulevard	SSSC	1	A	2	A	17	C	35	E	+3	+19

+16 +33

Thank you,

Patrick Mahedy

B.S., Civil Engineering

Oregon State University

[503-550-4156](tel:503-550-4156)

From: [Joe Ballentine](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Safety and Mobility Commission Comments
Date: Tuesday, February 6, 2024 8:07:18 PM

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My name is Joe Ballentine and I would like to comment on the McGillivray Blvd Safety and Mobility Project - I've lived in Cascade Park just off McGillivray for a dozen years and really enjoy driving on McG virtually every day. The Boulevard is one of the great joys of living in this neighborhood.

This plan on McG threatens that usage for myself and most of my neighbors. I'll mention in my opening comments, that I really feel this mobility plan is a gross overcorrection for a situation which hardly needs any attention, given the minimal bike and pedestrian traffic on McG... but it is an imposition on a LOT of local taxpaying drivers like myself while only benefitting a very small minority of users. I think the maxim which should be applied here is the tried and true "If it ain't broke don't fix it!"

But that being said if the governmental agencies involved feel compelled to make changes, I would like to point out that the biggest impact in terms of driver delay is at Chkalov and between Village Loop and 164th, this could be mitigated by keeping two traffic lanes between the latter 2 and a one or two block buffer at Chkalov, sacrificing parking in those sections in order to maintain two lanes AND a wide enough bike lane. No one really parks in those sections anyhow.

I will point out that I feel the commercial section between Village Loop and 164th is critical since when headed east, you have north and southbound traffic on Village Loop merging with McG traffic to 164th - and when headed west you have 2 full lanes of cars coming from business districts along 164th and turning into McG - but then fewer continuing on McG - with a certain percentage turning off north or south on Village Loop.

I'll make my best case. If it ain't broke don't fix it!

thanks again

joe

From: [KEVIN HOLBOKE](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Streets
Date: Sunday, February 11, 2024 1:05:15 PM

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Please do not reduce our streets to one lane... This is not only short-sided, but problematic for the neighborhoods. This is not why we voted you all into office! If we start doing this to our streets then votes will not come your way. Please don't turn us into Portland...

Kevin Holboke

Reynolds Middle School Health/PE

MA Education

BS Exercise Science

"Physical fitness is not only one of the most important keys to a healthy body, it is the basis of dynamic and creative intellectual activity."
[John F. Kennedy](#)

From: [Rosie Mccuistion](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Changing McGillivray blvd!
Date: Wednesday, February 14, 2024 10:00:25 PM

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Ms. or Mr: Us home owners do not want any changes done! This will affect our home value and we should be able to vote on this change! What is this a dictatorship! What right does the City Commission have to vote and not us!!!!!! Somebody got a nice contract to this hey!???

Rosemary McCuistion-14710 SE MCGILLIVRAY BLVD, VANCOUVER WA 98683!! Are we in Russia with no rights!?? We pay taxes hey but no right!?? Rich bikers hey!!

From: [steve beaty](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Bl.
Date: Tuesday, February 13, 2024 6:29:25 PM

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We drive McGillivray Bl. several times per week. It is absolutely a waste of our taxpayer money and a disservice to the locals to turn this into a 2-lane road. There is plenty room for bikers. If there is an accident with bikers it is due to driver negligence and traffic speed enforcement is the answer. It will be more difficult for residents to pull out onto the blvd from their driveways, which will result in more accidents. Add sidewalks where needed, but please do NOT waste our taxes making this road more difficult for drivers. I can see it now. I will be driving down that road at a safe speed and those wanting to go faster will be on my bumper, stressing me out. Traffic will be backing up. That is definitely not an improvement.

Please, do not waste my money on making this road less serviceable to auto traffic. Please leaves it as 4 lanes.

Steve and Jean Beaty
2109 SE 99 Ct.
Vancouver, WA 98774
Sent from [Mail](#) for Windows

From: [Nathan Furnanz](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: McGillivray Blvd - please reconsider proposed changes to remove lanes.
Date: Tuesday, February 20, 2024 8:53:30 AM

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Hi,

I'm writing to voice concerns about proposed changes to McGillivray Boulevard to remove a vehicle lane and widen the bike lanes.

My family and I live off McGillivray and frequently travel this route. McGillivray is heavily used during peak hours and the removal of a lane would make it largely un-travelable given the number of stop signs and local traffic this road undergoes. There are many homes, apartment complexes, and neighborhoods that must utilize this route. **Everyone that I have spoken to about this is greatly opposed to the idea!** And yet the town does not seem to be considering its citizens real-world needs regarding this matter. There is already a decently wide bike lane on this road, which is hardly utilized.

Removing a lane and widening the bike lane is not only a huge waste of tax-payer's dollars, it is in direct opposition to what local citizens want and need. This plan will create significant traffic congestion and frustration for those of us who must use this road regularly and provides no real benefit as there is already a wide bike lane in both directions on this route.

Please listen to your voters and cancel plans to remove a lane from McGillivray Blvd.

Thank you for your time,

Nate

--

Sincerely,
Nathaniel Furnanz
619-929-5054

From: [MDJ](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); repkevinwaters@updates.leg.wa.gov; senlyndawilson@updates.leg.wa.gov; reppaulharris@updates.leg.wa.gov; repmariegluesenkamp-perez@mail8.housecommunications.gov
Subject: McGillivray Redesign Project - Opposed
Date: Friday, February 16, 2024 10:03:40 PM

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To My Representatives in Local and State Government,

There are so many things to address with this whole modernization of McGillivray Road project and manner in which it appears to have been advanced. I'll keep it succinct!

1. The original meeting where the decision to focus on McGillivray (and 34th) was not published to residents through means that would ensure maximum input - that frankly is a violation of our trust. Subsequent meetings and attending agenda also have not been shared through US mail service, limiting attendance to those who are actively involved in legislating for these changes. We already receive emails from our state representatives (thank you) and would expect no less from our local government officials. Someone should share those contacts with the city/county to ensure effective communications are achieved.
2. The appointment of individuals with a clear intent to advance an agenda which is specific to "greening" our culture, translating to enforcement of Mass Transit and other mechanisms that reduce traffic in favor of transportation that does not match the needs of our community which is primarily populated by established and retired citizens, is again a violation of our trust.
3. Applying for and obtaining a grant which "must be spent" and contains hooks that require full expenditure to qualify for future grants may actually fall within the scope of misuse of government funds. Grants should only be acquired for projects that have already received sufficient public input and support to ensure the grant is used as intended. Spending money for the sake of qualifying for future money is borderline fraud but is definitely a misuse of those funds.
4. As a community, many have spoken about how the proposed changes to McGillivray will not achieve the intended goals. My focus will be on the impacts this proposal will create.
 - a. Traffic patterns will be impacted - negatively. This is supported by examining the traffic and the number of vehicles which use McGillivray daily.
 - b. Reducing to one lane will not so much impact the flow as it will impact the residents who will be further endangered by those who will continue to use this road as a "fast" bypass to Mill Plain and SR-14. This is especially true for those of us who actually live on McGillivray.
 - c. The drivers who exceed the speed limits and ignore stop signs will continue to

do so. The only way to reduce speeds, improve safety is to use those tools which have proven to be successful - proper law enforcement and appropriate penalties. Inattentive driving is a major issue and this redesign will not fix that.

d. Increasing/expanding lanes for bikes and pedestrians on a road that is frequented by transits through our neighborhood is going to increase the dangers to all who use the road.

e. McGillivray is being used by many as a primary route to/from I-205 from/to 164th and beyond, avoiding traffic, police and lights found on Mill Plain and traffic found on SR-14. This needs to be addressed immediately as these transits are often speeding and frequently ignore the stop signs (or barely acknowledge by slightly slowing for them). These same drivers are often rude, tailgating, distracted or weaving through traffic exposing those who are obeying traffic laws to greater risk. This will not change under the proposed renovations - if anything they will increase risks to these new lanes as inattentive/fast driving does not respect a painted line. A true traffic survey and assessment would reveal these issues quickly.

f. The funds used to "improve" McGillivray (basically changing the paint on the pavement) could/would be better used and more effective at improving the situation by spending those (additional) funds on a few more patrols at various points along the road to deal with the violations that occur far to frequently.

Before COVID, our street was patrolled regularly with traffic stops that addressed all of the safety issues. The frequency of ticketing should not be ignored as it is a demonstration of the need to increase the frequency of patrols. Bikers and pedestrians use McGillivray often in the summer. The lanes that exist are appropriate to the amount of use as are the sidewalks. Adding additional dedicated lanes for both will not separate them from the traffic risks. If anything, this will put these groups at far greater risk to inattentive drivers and those who are already disregarding the established speed limits and traffic control systems. The decline in frequency of patrols has been noticed and those intent on breaking the laws are increasing their activities.

Signs were posted advising us of a web link (<https://www.savevancouverstreets.com/>) which we only discovered on 2/14 informing us of the site which has provided a date for the meeting and a notice that comments were due by noon on February 6th, an already expired date, which is indicative of intent to limit feedback and public discussion.

In short, I am fully against the redesign of an effective and primary neighborhood road and am sincerely disappointed in our leadership for not obtaining representative feedback before proceeding with obtaining a grant for this proposed change. Further, the short (expired) opportunity to submit feedback has presented an appearance of intent to deceive or at a minimum a purposeful manipulation of opportunity to force an intended action before those who would be impacted can process and submit argument or responses.

Please stop this nonsense, act as the majority impacted support and govern responsibly. Our tax dollars are not a personal bank account to further your goals or support programs that are factually not proven. Use our tax dollars for their intended

purpose and only change that purpose when a majority of the affected population supports it.

Respectfully,

Mark Jones

From: [Suresh Kevin Nayar](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: McGillivray street
Date: Monday, February 19, 2024 9:31:49 PM

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Hi there,

Hope you are doing well. My name is Kevin Nayar and I am a surgeon who moved from Boston with my wife to Vancouver. We have lived here for two years now and could not be happier. Vancouver is everything we had been looking for and we recently purchased our first house in the Bella Vista neighborhood near the Cascade Park region.

My new neighbors recently shared their concerns with the McGillivray Boulevard Safety and Mobility Project and encouraged me to reach out to the city to share my opinions as well. I have reviewed both design options in detail and appreciate the time and effort spent constructing them.

Every day I commute using McGillivray along the path of this proposed plan, driving to both PeaceHealth and Legacy Salmon Creek hospitals. Personally, I find there are relatively few drivers who exceed the speed limit, and if so, it is usually no more than 5 MPH. There also already exist many stop signs along the way as well as speed monitors that moderate drivers' speeds. Further there are already sidewalks and bicycle lanes across much of the stretch for this proposed path.

While a thoughtful proposal, I feel that restricting these roads to one lane of traffic will result in more congestion which can inadvertently make new problems on McGillivray as well as the surrounding neighborhoods.

While we are keeping an open mind, myself as well as my neighbors worry that these newly created problems may be worse than the current concerns.

We also feel that the financial resources of the city could be best spent elsewhere.

Happy to discuss further over phone or in person.

Have a great week and take care,
-Kevin Nayar
641-821-9089

From: [Tamira Hite](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: SE 34th Street Safety and Mobility Project - Community Feedback
Date: Wednesday, February 14, 2024 5:28:20 PM

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This email is being sent to the Mayor, Mayor Pro Tem, City Council, Transportation and Mobility Commission, Ryan Lopossa and Emily Benoit:

I'm writing to voice my concern and feedback for the SE 34th Street Safety and Mobility Project. We are residents in the Village at Fishers Landing just off SE 34th Street and SE 168th Avenue and travel SE 34th daily. We have seen the amount of traffic on that road over many years, especially during commute hours.

We have reviewed your proposed plan of reducing 4 lanes to 2 lanes and have the following comments / concerns that we would like addressed:

- You state that this improvement will “not substantially add to driver delays over the next 10 years”. How is that going to work when you are reducing the street in half. Given the current traffic flow, we don't see how this statement can be true. There are already current delays with the existing structure, especially west bound on SE 34th and turning left onto 164th. Now there are 2 dedicated left turn lanes that always back up with multiple cars in each lane, sometimes as far back as SE 168th.

Have your traffic survey team members observed this first hand?

Do they travel this route on a regular basis? Will the city provide an open forum to share the results of any traffic studies done to explain their position?

Emergency vehicles: how will this work with the “vertical barriers” that are in the city's current design? How will cars be able to pull over to let emergency vehicles pass? We don't see the logic at all in this approach

<!--[if !supportLists]-->• <!--[endif]-->Larger mobility lanes: why do these need to be so large? We don't agree that we need to provide space to allow "riding side-by-side". Why can't people take SE 20th or SE 15th for their "mobility routes" since these streets already are set up for it.

<!--[if !supportLists]-->• <!--[endif]-->Buses stopping in the travel lane – this IS A REALLY BAD IDEA!!! This will no doubt cause traffic delays and we don't understand the city's "logic / statement" that says it won't. We would like to have someone explain this to us in further detail (layman terms). The buses need to be able to pull off to the side in order to minimize traffic back up.

<!--[if !supportLists]-->• <!--[endif]-->Traffic volume with VIC development: The VIC developers state that they have done a traffic study and that this area won't be impacted with issues. How is that going to work when they anticipate over 800 high density housing units to be in this area? We know they are going with the "20 minute neighborhood concept" but quite frankly, people will have to leave that area for health care, groceries, employment, other shopping needs that can't be met within its walls.

<!--[if !supportLists]-->• <!--[endif]-->Traffic studies: what dates were these done? I certainly hope not during COVID as that provides a very skewed view. We are frontline workers and did not have the remote work option available, so commuting daily from our home to Salmon Creek and downtown Portland is a necessity in our household.

<!--[if !supportLists]-->• <!--[endif]-->We are NOT Portland!!! Vancouver is a bedroom community and there are many senior citizens among others residents here who rely on car transportation for their daily needs. Please try to understand this. This is NOT an "if you build it, they will come" scenario.

In closing, we were on a community phone meeting in spring 2023 with the city where all residents on that call WERE NOT in support of this design without some type of modification. We even asked the city if they were really going to take our feedback into consideration or just providing lip service. It seems that the latter is the approach the city is taking and that is very disheartening given that we are the taxpayers funding this.

Please listen to the communities' concerns and address them. It would be nice to come together to modify the design plan that makes more sense for those of us who will be traveling these streets and impacted on a daily basis.

Thank you for listening.

Dennis & Tamira Hite

16515 SE Fisher Drive

Vancouver WA 98683

Phone: 360-601-6999 (Tamira),, (503) 849-5649 (Dennis)

Email: thite4@yahoo.com

From: [Jennifer Ewing](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vancouver Street Changes
Date: Thursday, February 15, 2024 8:56:39 PM

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I am writing to inquire about the city removing vehicle lanes on Mcgillivray and 34th street.

Isn't the community supposed to be involved in these kind of major changes?

What is the reason for this change? I'm not sure how this will help improve our city.

Is it's purpose is to prioritize bicyclists over vehicles?

If bicyclists have the right of way, how will busses, delivery trucks and mail vehicles yield to the bikes? Are they expected to stop in the middle of the street? Or are they allowed to park in the bike lane? And if a bus or truck is stopped in the bike lane, won't the bike have to merge into the vehicle lane to continue on their path anyway? They rarely follow traffic laws so I doubt they will stop and wait for the bus to drive away.

Were any options considered to add bike lanes without removing vehicle lanes?

And the most important question is how will this impact vehicle traffic? With all the new housing construction happening, more and more residents will be moving to Vancouver. These roads are main ways to the different sides of town. Taking away a vehicle lane will have a major impact.

Thank you for your time,

Jennifer Ewing
1911 SE 159th Place
Vancouver 98683

From: [Sarah Kennison](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Vancouver streets
Date: Wednesday, February 14, 2024 1:43:27 PM

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Hello,

I am a tax paying citizen and resident of this city and would like you to know I completely disagree with your idea and project to eliminate a lane on McGillivray Blvd or any other street for that matter. This is not Portland so please think like the ideals of Vancouver citizens and get our feedback and listen to us, do not railroad us with YOUR ideas. If you remove a lane from that street you will only create congestion.

Thank you for your time,
Concerned citizen

From: [SCOTT OREM](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: Re; SE McGillivray Blvd., SE 34th Projects
Date: Tuesday, February 20, 2024 5:00:21 PM

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Hellow,

Why have Vancouver leaders followed Portland's lead?
Do you not see what Portland has become? People are moving out.
Dare to be different and stand to a higher standard.

I was born in Portland in 1962. I grew up in SW Portland. In 1987 I started my own family and moved to Vancouver in 1989 to get out of Portland. I could see where they were going and didn't want to raise my boys there.

Fast forward to today. Now with mostly the help of the City Council we are well on the road to be another PORTLAND. Keep down the road you are on (as a collective) and people (like Portland) will begin to leave Vancouver. Not on your watch, but soon. The City Council for years now, has and is laying the groundwork for a mass exodus.

Case in point. Take the SE McGillivray Blvd., SE 34th Projects. If you want to make these corridors safer, enforce the speed laws with Police presents. Every time a Police vehicle is parked near SE McGillivray Blvd. Everyone and I mean everyone slows to at least 25mph. I have lived right off McGillivray Blvd for the last 35yrs. I walk or bike and drive SE McGillivray Blvd. every day. Never in my 35yrs have I had an issue with cars while walking, riding or driving. I have seen plenty of people stopping where there isn't a STOP sign and I have witnessed drivers running STOP signs. We all see this everywhere and everyday. The SE McGillivray Blvd., SE 34th project is not a safety improvement. This is not to improve traffic. This is to cater to a very small group of individuals who are being used by someone to move an agenda forward.

You and I know how this works. Nothing is going to change the leadership's mind on this project. The deal is done. No matter what the community out cry is. City leadership fulfill the city by laws with community meetings and outreaches.

Whatever will be, will be.

Good luck to you. And may you live and work to a higher standard,

--

Scott Orem
503-781-1047 Direct

From: [John Burke](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)
Cc: [Denise M Burke](#)
Subject: McGillvary Blvd Plans
Date: Wednesday, February 21, 2024 4:16:41 PM

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Dear Council Members and Vancouver TMC:

My wife and I both are **vigorously opposed** to the plans the City is proposing for McGillvary Blvd.

We are 33 year residents of Vancouver. We use McGillvary every day we are in Vancouver.

Personally I have ridden bicycles extensively on McGillvary and see absolutely no need to change the street. **Do you have any bicycle accident data to back up the need for a change?**

Washington State Law allows counties to enact speed cameras for the purpose of enforcing the speed limit. **Does Clark County / City of Vancouver have any proposals for such action? That is certainly was it need on McGillvary**

Forcing two lanes to one will almost certainly hugely increase tailgating. **Have you ever been rear ended in a traffic accident?** You can see it coming and have absolutely no way to avoid it. In 58 years of driving, I have had but one accident - being rear ended on guess what? The I5 Bridge.

I join many many other residents in opposition. You will make McGillvary more dangerous than ever by reducing traffic to 1 lane.

Lastly - the road has never been in worse condition than now.

John & Dnise Burke

--

John S. Burke
JSBinPNW@gmail.com
(360) 487 0661 cell

From: mark.christopher@comcast.net
To: [Nischik, Julie](#)
Subject: March 5th 2024 Public comments
Date: Wednesday, February 28, 2024 5:43:33 AM
Attachments: [TMC Letter Dtd 2-28-24.pdf](#)

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Julie,

Will you please add the attached to the public comments section please?

MAC

Christopher
P.O. Box 872134
Vancouver, WA 98684

February 28, 2024

City of Vancouver, WA
Transportation Mobility Commission

Reading the Public Comments for this meeting, 32 to date. 31 are opposed to the McGillivray plans and 1 in favor. This seems in line with public sentiment in general.

The McGillivray program for the cities part seemed to be one of getting the project approved at all costs. Having learned of this program personally only 9 weeks ago and through public record requests, several of which are still ongoing it appears that much of this was done not in haste, but sloppily in general as if the conclusions were already drawn but needed some signatures along the way. The attached "Small Business and Organization Outreach" report obtained from the planning department demonstrates some of the way this program was handled in general. Of the business listed on the outreach report, less than 50% were contacted and the contact consisted only of leaving a flyer. No management or principals were engaged. This is no different than the poor handling of the 13% of Vancouver who live on McGillivray who were not contacted prior to the city drawing up the plans to remove a travel lane.

I would ask that the Commission reconsider its approval of the McGillivray project until such time as a thorough review of the tactics and methods of the planning department can be reviewed.

Business / Organization Name Address	Contacted	Flyers delivered
Firstenburg Community Center 700 NE 136th Ave		x
Cascade Park Community library 600 NE 136th Ave, Vancouver, WA 98684		x
The Springs 516 SE Chkalov Dr		x
Jerusalem café 516 SE Chkalov Dr #45		x
Jorge's Bakery 5016 SE Chkalov Dr		x
Pho Family 516 SE Chkalov Dr ste 33, Vancouver, WA 98683		x
NYC Pizzeria 516 se chkalov Dr		x
Vision Center 516 SE Chkalov DR		x
Thai Terrace 516 se Chkalov Dr		x
808 Growlers and Grub 516 se Chkalov Dr		x
IQ Credit Union 615-A SE Chkalov Dr Suite 1, Vancouver, WA 98683		x
Creative Nails 615 SE Chkalov Dr		x
New Seasons Market - Fisher's Landing 2100b SE 164th Ave #101, Vancouver, WA 98683		x
Mud Bay Pet Supply 2100A SE 164th Ave, Vancouver, WA 98683		x
Philly Bilmos 2100 SE 164th Ave, Vancouver, WA 98683		x
10 Nails 2100 SE 164th Ave Suite D-103, Vancouver, WA 98683		x
Hi Tech Dry Cleaners 2100 SE 164th Ave, Vancouver, WA 98683		x

Christopher
P.O. Box 872134
Vancouver, WA 98684

Pho Le 2100 SE 164th Ave Suite D-109, Vancouver, WA 98683	x
The Barbers (Fisher's Landing) 2100 SE 164th Ave, Vancouver, WA 98683	x
Trader Joe's 305 Chkalov Dr	
Breakfast at Valeries 516 SE Chkalov Dr Suite 1, Vancouver, WA 98683	
Cascade village ace hardware 516 SE Chkalov Dr #21, Vancouver, WA 98683	
Islamic center of Clark county 519 SE 116th Ave Suite 3, Vancouver, WA 98683	
Mill Plain Kindercare 622 SE 117th Ave, Vancouver, WA 98683	
Must Love Kids Pediatric Dentistry 601 SE 117th Ave Suite 150, Vancouver, WA 98683	
Cascade Inn Assisted Living Community 11613 SE 7th St, Vancouver, WA 98683	
East Vancouver Community Church 12415 SE 7th St, Vancouver, WA 98683	
Chuck's Produce and street market 13215 SE Mill Plain Blvd, Vancouver, WA 98684	
Larson's Bakery 13411 SE Mill Plain Blvd, Vancouver, WA 98684	
BatCave Game Store 13215 SE Mill Plain Blvd #C9, Vancouver, WA 98684	
Round Table Pizza 13503 SE Mill Plain Blvd Ste1 1, Vancouver, WA 98684	
Sushi Hana 13503 SE Mill Plain Blvd B6, Vancouver, WA 98683	
Craft Warehouse 13503-A SE Mill Plain Blvd, Vancouver, WA 98684	
Safeway 13719 SE Mill Plain Blvd, Vancouver, WA 98684	
Church of Latter Day Saints 13600 SE McGillivray Blvd, Vancouver, WA 98684	
Evergreen Dance Academy 2100 SE 164th Ave Suite D-111, Vancouver, WA 98683	
Tasty Pot Taste of Asia 2100 SE 164th Ave A109, Vancouver, WA 98683	
Auto's Pub 16209 SE McGillivray Blvd, Vancouver, WA 98683	
Cecil's Barber Shop 16209 SE McGillivray Blvd d, Vancouver, WA 98683	x
Laughing Planet 16209 SE McGillivray Blvd, Vancouver, WA 98683	
Margarita Factory 14415 SE Mill Plain Blvd #110b, Vancouver, WA 98684	
Touchmark at Fairway Village 2911 SE Village Loop, Vancouver, WA 98683	
Mountain View Ice Arena 14313 SE Mill Plain Blvd, Vancouver, WA 98684	

You will see that grocery stores, churches, kindergartens, restaurants Etc were not only not contacted, but they also weren't even left flyers on the program. This is the same way the residents were treated by the planning department.

Kindest Regards,
MAC

From: [Won Ton Wookie](#)
To: [Transportation and Mobility Commission Agenda Calendar; City Council](#)
Subject: McGillivray street project
Date: Tuesday, February 27, 2024 2:04:09 PM

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I want to say that I like the plan to give bicyclists, pedestrians, and others a safer environment on this project. I hope you can break ground by June!

--

Ron

From: mitch.wheeler@gmail.com
Subject: Save McGillivray
Date: Sunday, March 3, 2024 6:37:28 PM

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We are against the proposed changes to McGillivray for a number of reasons, Traffic congestion being the primary reason.

This change only benefits one group of people, those that ride bicycles.

Donna & Mitch Wheeler
(360) 256-1695 (home)
(360) 634-1417 (Donna)
(360) 358-5168 (Mitch)

From: [Nalina Bauer Tran](#)
To: [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)
Subject: Single lane, SE 34th St
Date: Wednesday, February 28, 2024 3:58:06 PM

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Greetings,

I have reviewed the lane designs planned for SE 34th St. I understand the intent is to add a designated mobility lane, based on community feedback. However, our community, who would be impacted by this change, hasn't been consulted with regarding this change. Upon review, reducing the lanes from two to one will likely cause the following issues:

Increased traffic congestion

Reduced ability for Emergency vehicles to navigate traffic

School bus route delays

Garbage and recycling routing issues

Cutting through neighborhoods to avoid traffic from reduced lanes

Mail delivery issues

Safety lights concerns

Affecting homes with driveway access

These are just some of the negative impacts that reducing the lanes on 34th will cause. It appears the negative impact outweighs the benefits.

I implore you to take another look into this project. What will be done to avoid these concerns?

I look forward to hearing from you.

Regards,

Nalina Bauer Tran

[Sent from Yahoo Mail for iPhone](#)