

**From:** [Marsha Hewitson](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Streets  
**Date:** Monday, March 4, 2024 3:54:40 PM

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What are you thinking? We are growing and spent 25,000,000 expanding Hwy14 to accommodate more people /cars. You are creating a grid lock with your proposal of having these streets narrowed. Go out and look and see the number of bikers and walker, it is almost as bad as the number of people on our city buses. This is a waste of our tax payers money, Take care of the streets the way they are. Look at the debris on the bike paths and walking paths that is almost never cleaned up. This could be a law suit waiting to happen. I would want you reconsider these proposals and let the people vote on it. Matt Hewitson

**From:** [Jan V](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** NTSA projects  
**Date:** Tuesday, March 5, 2024 11:23:57 AM

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Hi all,

Traffic calming is always a good idea and I love that neighborhoods realize lower, slower traffic is desirable, but NTSA projects sometimes don't do as much as I would hope. Here are my thoughts:

Street paintings on intersections - They're pretty. They raise awareness of local residents and slow their traffic. They likely don't do much for through-travelers because they're generally not very visible until you're on them and the paint wears off. EX: F St in Arnada is a neighborhood street and has relatively lower through-traffic, so it might work. 33rd St has too much traffic to make the paintings very effective at slowing vehicle travel. Bike lanes that don't end are needed there to ensure our safety.

Mid-street intersection islands - I like them as a pedestrian, but dislike them as a cyclist if the bike lane disappears to make room for them. Even if there is no bike lane, if the road narrows, it makes traveling by bike tougher at intersections. EX: 33rd St.

Speed bumps - There's one by our house on Idaho St. I'm sure they slow some people, but mostly I just hear repeated thuds of vehicles topping out. The bumps on SE Columbia Way are a complete waste of money. The spacing of the cuts allows drivers to nicely avoid the bump effect entirely. I ride my bike there frequently and watch drivers along the entire stretch swerve out and over the center line. If the city does install them somewhere, please also consider stopping them before the bike lane. Columbia street is a good example of this treatment. We love it!

Electronic speed signs - I have ridden McGillivray enough to know they don't slow the majority of drivers. When I've worn hi-viz yellow and stopped and held my phone in the air trying to capture registering vehicle speeds on the reader, apparently a majority of drivers thought I was "official" because I saw a significant slowing result. Ha! Otherwise, drivers just continue at roughly 10mph over the limit.

My favorite way to slow a street may not apply to many situations, but in the few places I've seen it in Vancouver, it certainly works to lower overall traffic and slow it: traffic diverters. The two I encounter most often are on Indiana @ Morrison and another at Michigan and Garrison Terrace. Both use concrete islands to divert traffic nicely and protect the neighborhood. Portland uses very large concrete planters on many streets and they work well.

Where I'd suggest one is at McLoughlin and Brandt to stop the westbound cut-through

traffic from Mill Plain to Grand. Drivers use this route to avoid going down Mill Plain and back up (northbound) Grand - no hill and shorter. Unfortunately for bicycle travelers it is our main way from downtown up to the Heights and we're stuck "sharing" with vehicles on upper McLoughlin through three S curves, frequent parked cars, and no bike lanes. I take the lane to avoid the in-out confusion for drivers, but it means I have them on my tail - not good for either of us. The street looks flat, and the hill levels a lot, but still continues to about 13th St. After the lower McLoughlin climb, I'm still huffing and puffing! Fewer people would drive that neighborhood street if traffic were diverted westbound.

Thanks  
Jan Verrinder

**From:** [Terry Dunn](#)  
**To:** [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Cc:** [SaveVancouverStreets@gmail.com](mailto:SaveVancouverStreets@gmail.com)  
**Date:** Tuesday, March 5, 2024 6:09:41 PM

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Hello,

I am a regular driver on McGillivray and it has serious problems. But your \$20 million plan to make it one lane will make it worse and hellishly dangerous to drive on, while there is a simple, quick, and cheap solution that will actually pay for itself.

If you read this article in The Columbian (<https://www.columbian.com/news/2024/mar/04/what-should-i-do-if-someone-is-tailgating-my-car-is-it-legal-heres-the-washington-law/>) you will read about a McGillivray problem that causes 15,000 crashes a year in Washington State and is rampant on McGillivray. It is tailgating. I always drive in the right lane at the speed limit on McGillivray and there are always cars and trucks speeding by me. But there are still some drivers who refuse to go around in the open left lane and tailgate me. If you make McGillivray one lane, every driver who is driving the speed limit will be tailgated and there will be a significant increase in crashes caused by tailgaters. Your \$20 million proposal will endanger the lives of anyone who drives on your one-lane McGillivray at the speed limit.

The simple solution? Install traffic violation cameras all along McGillivray. Not only will you catch the speeders and change their driving habits, you will catch the multitude of drivers who drive through stop signs without stopping. These cameras have been proven to improve road safety, the Washington State legislature had passed legislation permitting all cities to install them, Governor Inslee, when signing the law encouraged cities to do so, and Vancouver is not one of the 14 cities that have done so, and the largest city in Washington that has not.

Finally, the fines generated by the cameras will quickly pay to cost of their installation. Why have you not done this already?

I would love to hear your reply to this email.

Terrence Dunn  
1809 SE 186th PL  
Vancouver WA 98693

**From:** [Erin Stuhlsatz](#)  
**To:** [City Council](#); [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Support for Proposed Changes to McGillivray  
**Date:** Tuesday, March 5, 2024 9:41:51 PM

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Dear All You Hardworking Transportation Folks,

Thank you for your work on the design and proposal for the remodeled McGillivray Blvd. I live a block north of McGillivray, and I would LOVE to be able to use it for non-automobile transportation.

I'm a stay at home mom of two little kids, and we do our best to travel without a car whenever possible. We walk or bike as much as we can! With the proximity to McGillivray, we were initially excited to buy a house that was so close to a long bike route that would connect Vancouver to Camas. Unfortunately, it's turned out that I don't feel safe biking or walking along McGillivray with my children (and Mill Plain is even worse, giving us very little options). Cars drive way faster than 25mph, and I've found that when I'm driving, even when I pay close attention, it's very difficult to force myself to drive 25mph with the way the road is designed. In addition, the four way stop signs with two lanes in each direction are an absolute terror to navigate on a bicycle or on foot. So, in short, the changes are MUCH APPRECIATED.

We used to live in Saint Paul, MN, and the designs look a bit like Summit Avenue (if you haven't seen it, look it up - it's a delight!). For a lot of its length, especially near the river, Summit has bike lanes in both directions, sidewalks, and a big median where people can walk and run. It's almost always in use because it's just so easy to use it for socializing and transportation! I'm thrilled at the idea that we might live near Vancouver's closest approximation.

Really my only concern is that cars already use our street (SE 11th st) as a shortcut to avoid stop signs on McGillivray, or to cut between McGillivray and Mill Plain. SE 11th St doesn't have sidewalks, and so we are forced to share the road with drivers who drive well over the speed limit and seem oblivious to pedestrians. We walk the half mile to school and Cascade Neighborhood Park multiple times daily, and I'm concerned that if McGillivray gets slower (which is a very good thing, don't get me wrong!), we will see more of this speeding cut-through traffic on 11th.

Thank you so much for all your thoughtful consideration!

Erin Stuhlsatz

**From:** [Pattern Integrity Films](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** McGillivray Street Project  
**Date:** Thursday, March 7, 2024 11:59:04 AM

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Hello,

I'm writing to offer support for the McGillivray project and to learn more about it.

Recently someone came by my house with street signs (SaveThis Street) to give out, but after further conversation, I learned this person does not even live on McGillivray. I asked her some additional questions before she became frustrated with me and then left. I don't feel as though she has been forthcoming in telling the residents of McGillivray that she and her team don't live there.

All of this said, I would like to find out how I can get involved in pushing your project forward. I would love a more peaceful street and I love the designs and solutions your team has come up with. Please let me know how I can help.

Thanks so much for your time and for caring about my street & all of our safety.

Kristen Kingsbury  
(503) 752-6018

**From:** [Cait Snow](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** McGillivray Boulevard Safety and Mobility Project  
**Date:** Thursday, March 7, 2024 9:02:41 PM

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Hello,

As an avid cyclist (and mother of a budding cyclist) living in Vancouver, I wanted to share our concerns about McGillivray Boulevard as it sits right now. We use our bikes to commute most days, and love riding anywhere we can *safely* - to the grocery store, library, gym/pool, appointments, playgrounds, friends' houses.

Despite the bike lane, McGillivray does NOT feel safe for cycling, and therefore, if a destination requires traversing it, even for a short segment, we opt out of the trip.

I understand that some have argued that no changes are needed because not many cyclists ride on McGillivray. That's a flawed argument. Not many cyclists ride on McGillivray *because* changes are needed; it's not safe as is.

Thank you for taking this into consideration.

Sincerely,  
Caitlin Christly

**From:** [Diane Stephens](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Save our Street  
**Date:** Saturday, March 9, 2024 8:19:47 AM

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I just noticed that the sidewalks are removed in the new design. That forces pedestrians to walk in the bike lane. This presents a danger to pedestrians, esp if hard of hearing. Also there is no place to put garbage cans other than in the bike/pedestrian lane.



**From:** [Richard](#)  
**To:** [Lopossa, Ryan](#); [Benoit, Emily](#); [council@cityofvancouver.com](mailto:council@cityofvancouver.com); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Proposed re-design of McGillivray Blvd  
**Date:** Sunday, March 10, 2024 10:43:08 AM

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When reviewing the volume of traffic on McGillivray Blvd and number of accidents involving pedestrians, as per the Fehr & Peers study, it would appear that a redesign of the roadway is not in order.

If the average daily traffic is 10,000 vehicles, then over the 4 yr period of the study, that is approx. 14,600,000 trips (10,000/day x 365 x 4).

In that 4 yr. time-frame, there were only 4 incidents involving pedestrians & vehicles. And the only fatality was related to ice/snow.

That's 1 fatality in 14,600,000 trips! EXTREMELY LOW.

I doubt if there are ANY local roadways in the entire country, with 10,000 vehicles per day, that could quote such low pedestrian accidents involving vehicles.

Yes, Vancouver & other communities received Federal Transportation grants, and that means spend it or lose it, but spend it wisely.

Deterrents to speeding issues on McGillivray-

A) Install electronic speed cameras w/flash even if they cannot actually issue tickets at this time. The mere flash will alert drivers regarding their speed & will make them concerned about getting a ticket.

B) Push button yellow-flashing pedestrians crossing lights at some intersections (e.g. Talton, 136th, Blairmont, Village Loop) and designated pedestrian cut-thrus.

Do not create a problem when there isn't one, just to spend Federal money.

Regards,  
Richard  
971-322-3744

**From:** [Yvonne P Behrens](#)  
**To:** [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Vehicle travel lanes along SE McGillivray Blvd., SE 34th St. etc. - CONCERNS  
**Date:** Wednesday, March 13, 2024 10:02:37 AM

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Greetings,

I am living off SE McGillivray and have major concerns about the plans for the vehicle travel lanes along SE McGillivray Blvd., SE 34th St. etc. .

It certainly looks like the people who developed the plans, once again, do not live in Vancouver and definitely NOT in this area.

How can you propose this while you have 3 (!) schools in between McGillivray and Mill Plain? Did you ever try to get out or along these streets when school is in session? How long do you think school buses need then to get kids to school - they are quicker walking! And regular residents will never get out. My car does not come with wings, so I have to use McGillivray.

And giving priority to bikes - I love my bike but people riding their bikes here think they are entitled to the right of way. They don;t care about street lanes, and don't even get me started about the electrical bikes. I see older people racing with them and I am certain, if they have to stop they will not be able to do so.

But then my concerns are exactly like the ones of other residents:

### **SE 34th & SE McGillivray Concerns**

- How will decreasing lanes result in slower speeds? Have law enforcement options such as increased patrols or photo radar been considered?
- How do these proposed changes address vehicles running stop signs & creating high risk events at intersections?
- How do these changes address several intersections that have been identified in need of upgrades?
- How do Emergency Vehicle navigate safely along these major East / West Arterials? Where do they park / stop when responding to emergencies on these streets? How do cars yield to these vehicles?
- Were any options considered to add bike / pedestrian lanes without removing vehicle lanes?

- SE 34th & SE McGillivray are both major East / West connectors in Vancouver. What will the impacts be to vehicle traffic?
- Has the city considered future re-development such as ADU's / Middle Housing and new development such as the Vancouver Innovation Campus in traffic counts that support these vehicle lane reductions?

### **SE McGillivray Specific Concerns**

- Where will public utilities (mail, garbage), delivery (amazon, food, UPS) going to stop & park?
- There are at least 2 high priority / school zone intersections along McGillivray. What does this proposed design do to address safety concerns?
- How will this design accommodate on street parking? It appears that there will be a net loss of street parking spaces. This is at the same time when the state and the city are encouraging more middle housing & ADU's. Has the city considered the loss of parking?
- Will it be harder for vehicle to back out onto McGillivray with more traffic in one vehicle lane?
- Where will school buses stop? Will they block traffic for the entire length of their route of pickups?

**JUST LEAVE IT ALONE! This is not an improvement!** Just spend money on filling potholes.

Sincerely,

**Yvonne P. Behrens**

Phone: [\(310\) 806-1404](tel:3108061404)

**From:** [Kirk Pawlowski](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Benoit, Emily](#); [Lopossa, Ryan](#)  
**Subject:** Public Comment and Photos - SE 34th Street Improvement Planning  
**Date:** Wednesday, March 13, 2024 11:26:30 AM

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Kirk R. Pawlowski, Architect

3405 SE 168<sup>th</sup> Avenue

Vancouver, WA 98683

(206) 369-4443

March 13, 2024

RE: Proposed Transportation Improvements on SE 34<sup>th</sup>

Dear City of Vancouver leaders, City Commission members, and City of Vancouver staff,

My wife Patricia Apperson and I have lived in our home for the past eight years within 100 feet of the signaled intersection of SE 34<sup>th</sup> Avenue and SE 168<sup>th</sup> Avenue. In that short period of time, each one of our neighbors within at least a 1/2 mile radius have either been directly involved in an auto collision, a near-auto collision, and/or witnessed pedestrians (children, families with children, and adults) nearly being hit while crossing the street at this signalized intersection.

My wife Pat was injured and our sole family vehicle was completely destroyed in this intersection due our being hit by a speeding vehicle – eastbound- on 34<sup>th</sup> who had run a red light due to texting (as she sorrowfully reported to the Vancouver Police officer at the scene). Her 4-year in the back seat was thankfully not injured. The common thread is excessive speed on SE 34<sup>th</sup> and traffic volumes which have transformed the street increasingly into a parallel alternative for SOV and truck transportation to/from SR 14 – I am certain you have the traffic counts and data to demonstrate that unfortunate reality.

We were thrilled to see the City conduct outstanding outreach and proposed mitigation measures for SE 34<sup>th</sup>. We participated in those surveys. We fully support the design options under consideration to improve multi-modal transportation– and have no idea who is funding nor supporting the “SAVE OUR STREET” campaign – certainly not the residential taxpayers with whom we are neighbors. We are also regular C-Tran bus riders and love having the service of the No. 34 Bus SE 34<sup>th</sup>.

I am writing today due to another and regular severe traffic accident (with airbags inflated) at the intersection of SE 34<sup>th</sup> and SE 168<sup>th</sup> @ 10 AM this morning. I have attached two photographs below our signature line.

Let's improve safety on our streets for our children and families – that must be your highest priority in moving these improvements ahead on the City's Transportation Capital Plan. Let's mitigate the "street as freeway" in a zone dominated by residential development, while perhaps moving some of this traffic back to the major arterials: SR 14, SE 164<sup>th</sup>, and SE 192<sup>nd</sup>.

Respectfully,

Kirk R. Pawlowski, AIA Emeritus

Patricia E. Apperson



Intersection of SE 34th and SE 168th Avenue - 10:15 AM PDT - March 13, 2024 - Looking North up SE 168th Avenue







**From:** [Bill Foote](#)  
**To:** [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** The plans for SE McGillivray Blvd. look \*wonderful\*  
**Date:** Tuesday, March 19, 2024 5:15:41 PM  
**Attachments:** [Screenshot 2024-03-19 at 5.08.40 PM.png](#)

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Hello,

I just learned of discussions to change the layout of SE McGillivray Blvd., and if it's like what's pictured here, I'd like to say "yes, please. More like this, please."



I recently moved to Vancouver, and learned about this from the "Save Vancouver Streets" signs some people have put up. Why they'd want to save a street design that encourages people to drive 40 MPH+ in a 25 zone is beyond me. I've seen similar "road diet" plans in other cities, and such "visual narrowing" really works. Based on the relatively low traffic volume I've observed on this street, converting it to two vehicle lanes with a physically separated, safe bicycle lane would be a wonderful change all around.

Please keep up the good work, and make Vancouver safer, more pedestrian- and bicycle-friendly, and more livable!

Sincerely yours,

William Foote  
Vancouver, WA

**From:** [Won Ton Wookie](#)  
**To:** [cseiderman@cambridgema.gov](mailto:cseiderman@cambridgema.gov); [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Worley, Steve](#)  
**Subject:** Vancouver, Wa street projects coming up  
**Date:** Wednesday, March 20, 2024 3:34:45 PM

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We are currently undergoing studies to determine how to transform a section of SE McGillavray, and have a group that is outspoken against any change to put more bicyclists and pedestrians on the road. I saw an article online about how successful one of your projects was, stating an increase in bicycle use by sixfold and more use as far as 800 meters away (metric? 1/2 mile, right?).

I am writing to you about contacting our planners/city members involved in the project to help solidify their position on making the change. I have included their emails below. Is this something you can help with? Your city has been quite successful with this.

Thanks- Ron

PS- You can just reply to all and not have to retype the addresses

Vancouver City Council E-Mail - [council@cityofvancouver.us](mailto:council@cityofvancouver.us)

City of Vancouver Public Works Director - [Steve.Worley@cityofvancouver.us](mailto:Steve.Worley@cityofvancouver.us)

Transportation & Mobility Commission - [TMC@cityofvancouver.us](mailto:TMC@cityofvancouver.us)

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**Ron**



**From:** [Jason Cromer](#)  
**To:** [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#); [Small, Rebecca](#); [McEnery-Ogle, Anne](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#)  
**Subject:** New Global Study on the Harm of Automobiles to People and the Environment  
**Date:** Wednesday, March 27, 2024 11:23:32 AM

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Hi all,

I was just made aware of a [new, comprehensive, and detailed study](#) by the Journal of Transport Geography on the direct and indirect harm of automobiles and car-centric infrastructure.

I wanted to share this with you all because it relates directly to our city's initiatives, Climate Action Goals, Comprehensive Plan, and Transportation System Plan.

The study separates these effects into 19 buckets, diving into detail the harm caused to people, our economy, health, and society itself. As our city grows, adapts, and we change, it's more important than ever to consider the side effects of our developments, especially when it comes to transportation.

If you have a few minutes, I'd encourage you to read through this study, or watch [this overview video](#) on it. It couldn't be more relevant to the issues we face today. Thank you for your time, and as always, I greatly appreciate the work you all do to make Vancouver a more modern, livable. place.

Best,  
Jason

**From:** [Linda Lorenz](#)  
**To:** [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Mcgillvray Boulevard Vancouver  
**Date:** Wednesday, March 27, 2024 6:22:50 PM

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To whom it may concern;

My husband and I live off of Briarwood and use McGillvray Blvd almost daily. Your proposal to make it one lane is not a good idea. We moved from Portland over 5 years ago and they tried to do the same thing to a few streets there and IT DID NOT WORK. Why change something that is working wonderfully. Please let me know your reasoning.

Best regards  
Linda M Lorenz  
15103 SE 30th Street  
Vancouver, WA 98683  
503-230-1270

Sent from my iPad

**From:** [mark.christopher@comcast.net](mailto:mark.christopher@comcast.net)  
**To:** [Nischik, Julie](#)  
**Subject:** TMC 4-2-24 Public Comments  
**Date:** Thursday, March 28, 2024 9:31:11 AM  
**Attachments:** [TMC4-2MAC.pdf](#)

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Julie,

Would you please attach mine to the public comment comments section please?

Thanks,

MAC

Mark Christopher  
P.O. Box 872134  
Vancouver, WA 98684

April 2, 2024

Chair Ramos and Transportation and Mobility Commission members,

McGillivray Approval

I write to request you rescind the approval of the McGillivray Mobility project. The four illustrated census tracts below make up most of the McGillivray neighborhood. These tracts account for 11% of Vancouver's population while 98683 makes up 18%. McGillivray Island is referred to as such as the only means of ingress and egress is McGillivray. Our island, south of McGillivray is ½ mile deep by 2 ½ miles long. 413.09 & 403.10 on the illustration.

The city has confirmed that they did not consider population or density into their McGillivray decisions. Their only demographic study was to use GIS to determine an equity index for the lane removal decision.



**McGillivray Neighborhood with census tract overlay and proposed single lane roads.**

The city did not realize they were consigning 11% of the population to a one-lane road.

Population density is a major concern for our residents. Vancouver has an average of 3.9 persons per square mile. McGillivray averages 6 persons with several neighborhoods exceeding 8. Of the top 10 most densely packed neighborhoods, 3 are in the McGillivray neighborhood with 2 on the island.

Combined with the reduction of 136<sup>th</sup> to a single lane as part of the 137<sup>th</sup> mobility path and the residents of McGillivray have a stranglehold around their neighborhood. A neighborhood I remind you with 11% of Vancouver's population.

The city met with residents of the area on a single occasion. An open house where 110 residents signed up for additional information and project

involvement. They were never again contacted by the city and all future decisions on the project were governed by 50 people selected by the city from an anonymous online survey board. These participants included Portland and Vancouver bicycle clubs but no one from the McGillivray area. No residents or businesses from the area were involved in any of the decision-making processes. None had any input on lane removal as this was chosen by staff. In the beginning we volunteered but after no contact for over a year we assumed the project dead. This I feel was by design as evidenced by the sentiments expressed since its true public unveiling 12 short weeks ago.

I ask that you reconsider based on the facts surrounding the process as well as the perspective of one of the 11% trying to shop or get to work. A detailed map of the area is available [here](#). Census tract data is [here](#).

Kindest Regards,

MAC

**From:** [Patricia Costello](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Upcoming Change to McGillivray Blvd.  
**Date:** Friday, March 29, 2024 10:21:42 PM

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Begin forwarded message:

**From:** Patricia Costello <pat4lc@yahoo.com>  
**Date:** March 29, 2024 at 3:21:53 PM PDT  
**To:** Steve.Worley@cityofvancouver.us, council@cityofvancouver.us  
**Subject: Upcoming Change to McGillivray Blvd.**

Please add our names to the long list of people who are unhappy with what is proposed for SE McGillivray Boulevard and would much prefer it stays the way it is now. Please listen to your constituents and go back to the drawing board on this one!

Andy and Pat Costello  
14808 NE 15th Street  
Vancouver, WA 98684

**From:** [Dev](#)  
**To:** [Derk, Maggie](#); [Priest, Laurel](#); [Kennedy, Rebecca](#); [City Vancouver Moves](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Upper Main Street Project Feedback  
**Date:** Friday, March 29, 2024 10:58:12 AM

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Hi,

I recently looked through the online BeHeard page for the Upper Main Street project, and am in the process of filling out the survey right now. I saw that the new designs are not that much different from what is currently there.

I'm also disappointed to see that the bicycle lanes aren't being connected to 39th, 33rd, and 29th street. I live car-free and depend on my bicycle for moving, and upper main has always been a rough area for me, and many others in our community.

There is another project on BeHeard, which is the 33rd and 29th street project, and it seems to me like this is a good chance to bring these two together. Why wouldn't you extend the bicycle lanes down south towards these streets and form a connected network? This seems like the entire point of developing a bicycle network in the city.

I wanted to write to you in concern and frustration with this new design, as it doesn't adhere to our city's goals. It seems to ignore the goals of the Transportation System Plan to create a "connected network", and it seems to ignore our city's Climate Action Plan to encourage more people to bicycle. I do hope you can reconsider and make this design more friendly to people who aren't driving... because that's not the future of this city. Thank you.

With Kindness,  
Dev

**From:** [Tess S](#)  
**To:** [City Council](#); [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Urgent Reconsideration Request: Reverting Decision to Shrink Streets from Two Lanes to One  
**Date:** Saturday, March 30, 2024 7:57:49 PM

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Dear City Council Members,

I hope this email finds you well. I am writing to express my strong disagreement with the recent decision to shrink streets from two lanes to one in our city.

While I understand the intention behind this decision, I firmly believe it is a misguided approach that will have detrimental effects on our community. Narrowing streets will undoubtedly exacerbate traffic congestion, increase commute times, and lead to frustration among residents and commuters alike. Moreover, it may impede emergency response times, posing a potential risk to public safety.

Instead of alleviating traffic, this decision may inadvertently create more problems than it solves. It fails to consider the diverse needs of our community, including businesses that rely on accessible transportation routes for their operations and residents who depend on efficient travel for their daily activities.

I urge you to reconsider this decision and explore alternative solutions that prioritize the overall well-being and functionality of our city's infrastructure. Collaborating with transportation experts, conducting thorough impact assessments, and soliciting input from affected stakeholders can lead to more informed and effective decisions.

Let's work together to find solutions that enhance mobility, accessibility, and safety for all members of our community. Your willingness to listen to differing viewpoints and adapt policies accordingly will ultimately contribute to a more vibrant and prosperous city.

Thank you for your attention to this matter. I look forward to seeing a positive outcome that benefits our community as a whole.

**From:** [Tess S](#)  
**To:** [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#)  
**Subject:** Vancouver Streets  
**Date:** Saturday, March 30, 2024 7:53:00 PM

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Hi, I saw that the city wants to decrease the lane sizes of neighborhood streets and I, along with others, believe that to be very unwise. It doesn't make sense and there's no benefit in making one lane instead of two or more. The surrounding areas, including Portland, OR are forever growing in size. It's brainless to suggest, nonetheless even implement such an idiotic idea. Shrinking the roads creates more traffic, more stressed neighborhoods, and more angry citizens at your doorstep. It seems that people like you making these decisions don't live around here and thus are not affected by your own decisions. If you did live around here then you'd realize how difficult it is to get home, how annoying construction is, and how crazy drivers and the world are now-a-day and that's WITH the two lanes we have. Nobody needs the added stress. I, as well as others, strongly encourage you to rethink your asinine decision.