

From: [Patty Brucker](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: TMC public comment
Date: Wednesday, June 26, 2024 1:25:41 PM

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I suggest all of these proposed Street & Mobility projects be put on hold until the City's budget shortfalls are remediated without raising taxes on the citizens of Vancouver. You can save \$2.75 million dollars on just the 34th Street and McGillvray Blvd projects alone.

Patty Brucker
4811 NE 126th Ave, Vancouver, WA 98682

From: [Tom Hansell](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 29th & 33rd street mobility project comment
Date: Thursday, June 27, 2024 12:49:30 PM

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I am a property owner at 511 east 29th street and I am wanting to provide the Vancouver TMC and associated staff with my input on the 29th & 33rd streets Mobility Project. First I am excited to hear that this safety and mobility project is being pursued and pleased to hear infrastructure improvements are being made. I am wanting to share my objection to a statement made in the frequently asked questions section of the project description. It states:

29th and 33rd Streets have one lane in each direction. We will not reduce the number of existing traffic lanes

I do not believe this is an accurate statement for 29th street. The section of 29th street west of I5 is not wide enough to allow for two lanes of traffic. I live on this street and with cars parked on both sides of the street it does not provide enough space for a lane in each direction.

I am concerned to achieve two lanes of travel one side of the street would be subject to no parking and these residences are reliant on street parking. Please review the street profile/cross section and validate the width is sufficient to support the statement in the Frequently Asked Questions. I am against any parking restriction conditions be placed on 29th street.

Utilizing 29th street makes good sense for bicycles since it has a lower daily traffic count over 33rd. An easier approach is to perhaps just apply street legends allowing bicycles to also share the street with vehicles. I have seen this in other cities on low use streets and it does not require dedicated bike lanes when insufficient space is available for multimodal needs.

I am also concerned that placing additional traffic control at 29th and Main streets is counter productive to traffic flows on Main Street. Signals at Fourth Plain and 33rd seem to be well spaced and an additional traffic control at 29th could be counter to Main Street's traffic flow.

It seems major investments along Fourth Plain perhaps would be a better long term solution for moving people east to west and west to east.

I welcome follow up questions on my comments.

Regards,
Tom Hansell
(360) 989 5650

From: rogerlynholm@yahoo.com
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: TMC public comment
Date: Thursday, June 27, 2024 2:49:27 PM

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The City is making budget cuts to balance the budget. Why are you advocating for additional expense when we evidently can't afford it? I can't speak to 29th, but 33rd already has adequate bike lanes, why can't you leave well enough alone?

Roger Lynholm

From: [Merribeth Greenberg](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: 33rd/29th st project
Date: Tuesday, July 2, 2024 11:00:49 AM

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I just wanted to leave some feedback from me and what I have heard also from the Blindness community.

I live at W 32nd and Harney. I work downtown at 630am. I have to walk to 33rd and Main to catch a 71 to get to work, since it is so early in the morning, that the 2 is not running yet (to go down Kaufman). I am legally blind, and use a white cane to travel the streets. I tried going down 33rd street to Main, as well as on 32nd street too, but the side walk conditions are not the best, to many cracks that my cane gets caught on. I have this problem on many streets, and I understand that it is the property owners responsibility to maintain the sidewalks. There are many cars parked on 33rd street, so I have chosen to walk down 32nd street. I tend to stick to the North side of 32nd street by the curb or cars. I did not fee like it was safe enough to do this on 33rd street, with how fast traffic can go. I walk till Division and head North on Division to 33rd and walk on the South side of 33rd to Main, cross 33rd to get to the bus stop. I do this in reverse to go home too (between 320-340p).

I have walked down 33rd to St Johns to go to my mom's (at 52nd and St Johns). I walked on the South side of the street and the sidewalks were not too bad. This was back in 2018. There are some of us blind folks in the neighborhood that would like to get some kind of transportation to go down 33rd again, to have an other connection route that goes East and West. Right now to go to St Johns we have to take a bus to Mcloughlin or to 78th street in order to go East from 33rd street. I know that is a C tran issue. But it doesn't hurt to let the City know too what our needs are, not just C tran.

Also, it would be nice if we had a cross indication signal to cross 33rd street not just Main street. It would be even nicer if it was an Audible signal to let us know which street is safe to cross.

Thank you for listening to my feedback.

Have a great week.

Beth Greenberg

From: [Cody Johnson](#)
To: [Transportation and Mobility Commission Agenda Calendar](#)
Subject: "Save Vancouver Streets" Should Be Ignored
Date: Tuesday, July 2, 2024 11:06:15 AM

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Greetings,

I just read in the Colombian about some group calling themselves "Save Vancouver Streets" who are attempting to raise a campaign to force the city to acquire a democratic mandate for every transportation project that removes a car lane. As a resident of Vancouver, I want to impress upon you that I fundamentally reject this ludicrous notion.

First of all, regular citizens are not experts on transportation engineering and should not be expected to know when and where a car lane should be removed. Since most people here have lived in a car-dominated environment their whole lives, they would likely vote in favor of car lanes not knowing the harm excessive car infrastructure can bring.

Second of all, this is clearly a thinly veiled attempt to block mobility lanes—crucial infrastructure that gives people the freedom to choose not to drive. People who tend to oppose these lanes do so under any circumstances out of an emotional or ideological response and do not necessarily have the best interests of the city at heart.

Since I work for a living and don't have the free time to attend city meetings like these people, I just wanted to raise my voice in protest to their narrow minded initiatives. I fully support Vancouver's transportation plan that includes a connected and protected mobility network.

As a citizen of the city of Vancouver, I humbly request that you stick to the promises of the transportation plan and reject "Save Vancouver Streets" ignorant proposals.

I do not know if the TMC has any dealings with this group, but they listed you on their website as a point of contact with the city they hoped their followers would access. So I decided to email you as opposition to their actions.

Thank you for your time,
Cody Johnson