

**CITY OF VANCOUVER
NORTHEAST 137TH AVENUE CORRIDOR COMPLETION
OPEN HOUSE SUMMARY****DATE:** December 3, 2014**PURPOSE:** Open House No. 1**LOCATION:** Burnt Bridge Creek Elementary School**PROJECT TEAM ATTENDANCE:**

- Hassan Abdalla, City of Vancouver
- Loretta Callahan, City of Vancouver
- Brooke Porter, City of Vancouver
- Greg Jellison, HDJ Design Group
- Ken Hash, HDJ Design Group
- Rich Darland, HDJ Design Group
- Hermanus Steyn, Kittelson & Associates
- Jennifer Colbert, BergerABAM

PROJECT BACKGROUND

The City of Vancouver plans to improve Northeast 137th Avenue from Northeast 49th Street to Fourth Plain Boulevard to address safety and congestion issues. The project will upgrade that section of the road to current urban standards, including pedestrian and bicycle facilities. The improvements will enhance safety, manage access to the fronting properties, and minimize delay now caused by turning vehicles. The City has already improved Northeast 137th Avenue from Mill Plain Boulevard to Northeast 49th Street, so this is the last segment of the corridor within the City of Vancouver that needs improvement. The design of Northeast 137th Avenue is funded through a federal grant from the Federal Highway Administration. This grant is for project design and there are no funds identified for either right-of-way acquisition or construction. Completing design and environmental work are important to move this project forward.

EVENT OVERVIEW

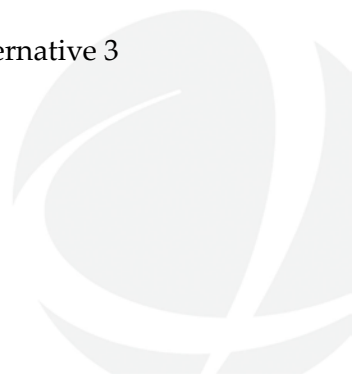
The City has begun the design and environmental processes to complete improvements in the Northeast 137th Avenue corridor, from Northeast 49th Street to Fourth Plain Boulevard. HDJ Design Group has been hired to assist with this portion of the project. Stakeholders along this corridor were invited to attend an open house to view and comment on conceptual alternatives for the future Northeast 137th Avenue improvements, as well as speak with the project team about this key corridor. The December 3 open house is the first of two, and 32 members of the community attended. The displays of alternatives presented are attached.

STAKEHOLDER COMMENTS

The following comments were received regarding the Northeast 137th Avenue corridor completion project.

Roundabouts

- I really like roundabouts. They are a proven way to keep traffic moving. Alternative 3 would be my vote although I'm not crazy about the median.



- Alternative 3 – No roundabouts at Northeast 54th Street until needed. Love the roundabouts!
- We did like Alternative 3 best of the choices. We live on Northeast 61st, and our biggest concern is the cars that end up in the ditch on the sides of the main road. Two lanes and two roundabouts would help slow things down out there. None of us want to see a cross on the side of the road.
- I favor Alternative 2; however 3 would be a good alternative if the middle roundabout heading towards Clark County Painting Company was cut to save on cost.
- Roundabouts that are two lanes in and out should be reconsidered and should be changed to one in one out! Too many accidents and near misses!
- These roundabouts are dangerous and it's making the driving experience bad and the neighborhood a worse place to live. A few roundabouts, maybe, but there now could be a total of seven. If you drove this road you wouldn't approve the cheapest way with roundabouts like Northeast 28th Street to Northeast 49th Street. There is little traffic on Northeast 52nd Street. Let the school after they build worry about that. I wouldn't put a roundabout for future development by the creek. At 59th I would put a light for back access to Walmart. Driving seven roundabouts every day is going to be worse than four.
- Alternative 2 is very good.
- I vote for Alternative 2 with three roundabouts.
- Prefer three lanes and no roundabouts at Northeast 52nd Street. Roundabout at Northeast 59th Street, no signal.
- We prefer Alternative 1 because it has three lanes and only one roundabout. Roundabouts are more easily navigated, but drivers must stay more alert than traffic signals. Still signals impede the flow of traffic unless they have a viable system of motion (intelligent light system).
- Street improvements are long overdue... but the experiments with roundabouts and median barriers should be stopped. Four roundabouts and barriers on any stretch of road is plenty for the experiment into the relative costs, increased accidents, neighborhood complaints, closed businesses, frustrated commuters and ultimately punching out the barriers to allow for much-needed turn lanes, I don't know of anyone who likes them that lives on them. But even if people loved them, are they working well? Do they make sense for traffic flow; are they the cheapest (or at least cost-effective) alternatives; are the impacted residents in favor or against them? Does this increase or decrease adjacent property values? How much do the bike and pedestrian ways actually get used? What do you have to give up in terms of trees and right of way? How will this project tie in with the proposed middle school and Burnt Bridge Creek planned improvements? Why does it make sense for Mill Plain to Fourth Plain corridor to be five lanes, to three lanes, to two lanes, then back to three lanes on the same stretch of road with similar traffic patterns throughout? Why do we have both traffic signals and then four roundabouts (one at a cul-de-sac), then back to traffic signals. Why not keep it consistent throughout? Anyway, road improvements definitely need to be done. The questions are what, when, and for how much and how will this fit in with the other

existing traffic flow and existing planning and infrastructure already on arterials in the region? Please keep us informed as to where, when and how we can best input this process. Thank you for beginning to address these issues.

- I don't like the existing roundabouts on Northeast 137th Avenue. I drive them every day and they are annoying and make me dizzy.
- I feel the double lane roundabouts on Northeast 137th Avenue (39th St & 49th St) are dangerous. I have witnessed many accidents and near accidents because people drive them too fast. If two vehicles are waiting at the approach, the vehicle in the outside lane cannot see approaching cars and often pulls in front of circulating vehicles.
- I really like the existing roundabouts on Northeast 137th Avenue.
- You will probably hear many complaints about the roundabouts installed in the previously upgraded area of Northeast 137th Avenue. I attended open houses when that area's upgrade was being designed and understand why roundabouts were chosen over signals. I go through the roundabout at Northeast 49th Street several times a week and the two roundabouts south of there occasionally. Sometimes I encounter drivers who do not yield when they should, especially when they are turning right and think they don't need to yield. But for the most part people do yield and I haven't had any close calls. But I do drive defensively more than I think I should need to, prepared to brake when someone does not yield and I have to slow down to avoid colliding with them.
- In the Sounding Board Summary I saw comments that are critical of the Northeast 49th Street roundabout landscaping. I like it and do not think it looks overgrown or poorly maintained. I like the native plants and other vegetation, and I think it looks better than all of the rocks and hardscaping at the newer roundabouts to the south. Better for water infiltration into the wetlands and stormwater drainage, too, I would think.

Shell Station Access

- Many people came to the Open House in support of the Shell Gas Station and maintaining access for patrons from the south. All of the customers that came to the meeting live south of Fourth Plain. The owner is willing to work with the City to rearrange access to maintain full access for patrons and deliveries (including creating a new access west of the car wash).
- I have concerns about access to the market and Shell station south of Fourth Plain. If there is a median it would make it impossible to turn left. Very bad for business.
- Cars speed up dramatically after they get through the Northeast 49th Street roundabout heading north.
- Comments on both sides of the issue of building an "extra" roundabout between Northeast 52nd and Northeast 59th streets for future development. Some wanted it now, some said let a developer build it later.

Median Barrier

- I would prefer a no median barrier.

- Are there any other alternatives for median curb besides the short, 6-inch high curb? Will the City consider a median barrier (Jersey barrier) or other more visible curb?

Wetlands

- Save the wetlands, as they are, at all costs!
- I prefer Alternative 3 because it is 2 lanes instead of 3 lanes through the wetland and doesn't put a roundabout in the middle of the wetland areas. I don't understand the need for the third roundabout between Northeast 52nd Street and Northeast 59th Street. Besides less mitigation expenditure related to the wetland areas, I would think a 2-lane road would be less expensive to build than a 3-lane road. I don't have a strong opinion about a roundabout vs. a signal at 59th, as long as either option can be built with only a 2-lane road through the wetlands.
- I spoke with someone at the Alternative 1 table about the wetlands along Northeast 137th Avenue north of Northeast 49th Street. I also read in the October 29, 2014 Sounding Board Summary that tapering the road as it passes through the wetlands is being considered. Based on the lower impact on the wetlands, I would prefer to see a 2-lane configuration with median through the wetlands. I also question the need for a turn lane in the wetlands area due to the low number of properties that need access between Northeast 52nd Street and Northeast 59th Street. I would like to see other ideas pursued to reduce the impact on the wetlands, such as pervious concrete for the sidewalks. I have seen pervious concrete used elsewhere and also have installed it in my own driveway. It is more expensive but the higher cost might be offset by having to do less mitigation related to the wetlands. I was happy to hear the City will be keeping fish habitat in mind as the roadway changes are designed and I would like to see trees planted along the right of way as depicted in the section drawings.
- I have lived at my address at 14910 Northeast 46th Street for over 30 years and value the wetland area north of my home. I appreciate anything you can do to preserve it or enhance it as the Northeast 137th Avenue corridor completion project is designed.

General Comments

- I am looking forward to the completion to Northeast 137th Avenue.
- West of Northeast 137th Avenue, Northeast 59th Street has a choke point that needs to be widened. There is a large multi-house subdivision that has parked cars of residents using Northeast 59th Street. If this choke point is not addressed, it could be a problem for car accidents in this small roadway. A full widening of Northeast 59th Street needs to be done.
- Love the sidewalks and bike lanes.
- Widen northbound at Fourth Plain Boulevard for one through lane and one right turn lane.
- Please extend the improvements on Northeast 59th Street west to match the current full width frontage improvements.

Open House Summary: Northeast 137th Avenue Corridor Completion

Open House Date: December 3, 2014

Page 5

UPCOMING STAKEHOLDER EVENTS

Sounding Board Meeting No. 3: Review of design at 30 percent complete

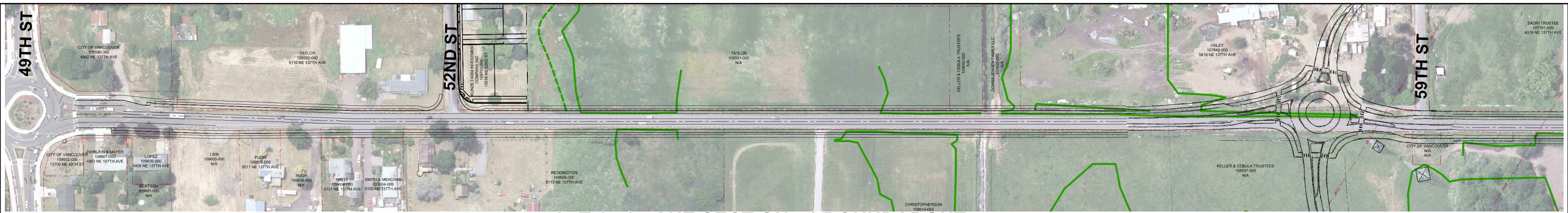
Date: To be determined – Approximately February/March 2015

Location: Sifton Fire Station 4, 6701 NE 147th Avenue, Vancouver, WA 98682

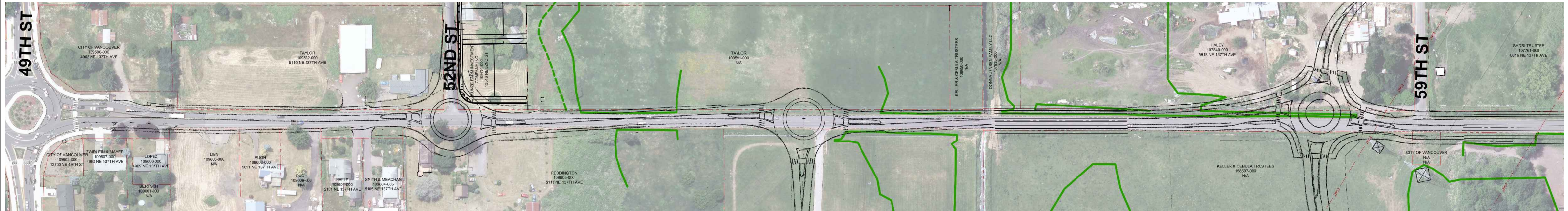
Open House No. 2: 30 percent design review

Date: To be determined – Approximately February/March 2015, 5:30 to 7:30 p.m.

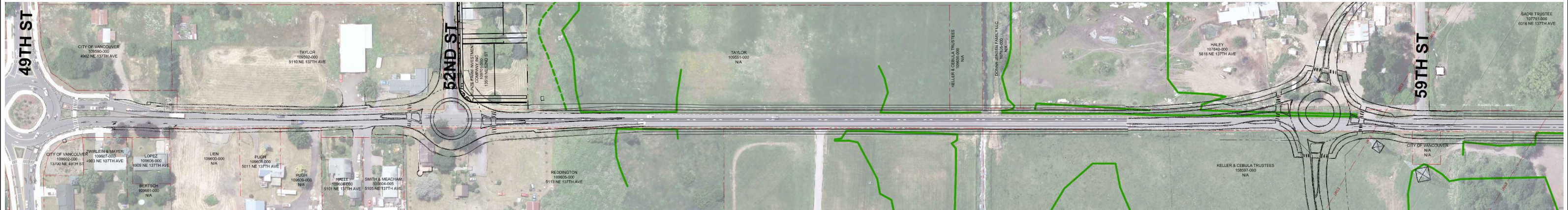
Location: Burnt Bridge Creek Elementary School, 14619 NE 49th Street, Vancouver, WA 98682



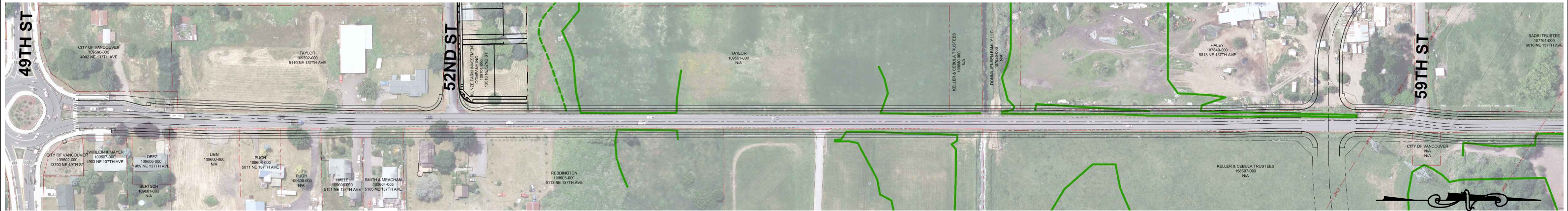
ALT 1 - 3 LANE SECTION - 1 ROUNDABOUT



ALT 2 - 2 LANE SECTION - 3 ROUNDABOUTS



ALT 3 - 2 LANE SECTION - 2 ROUNDABOUTS



ALT 4 - 3 LANE SECTION - NO ROUNDABOUTS

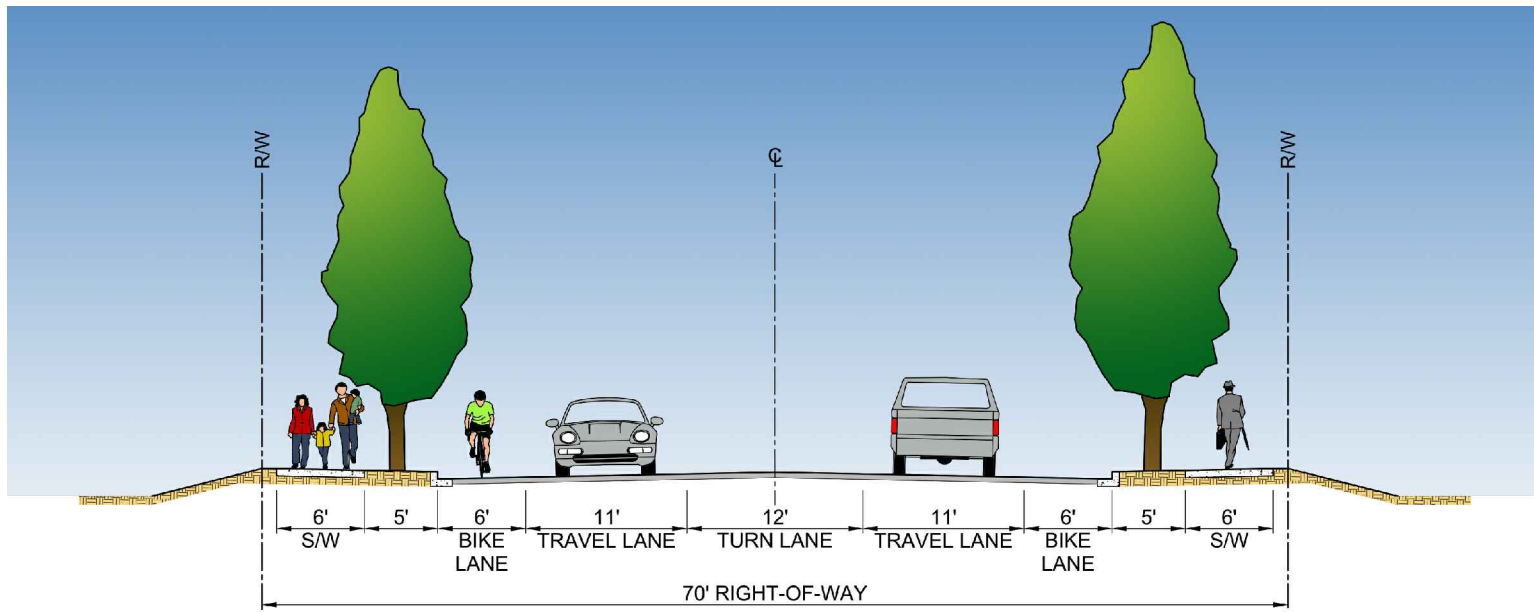




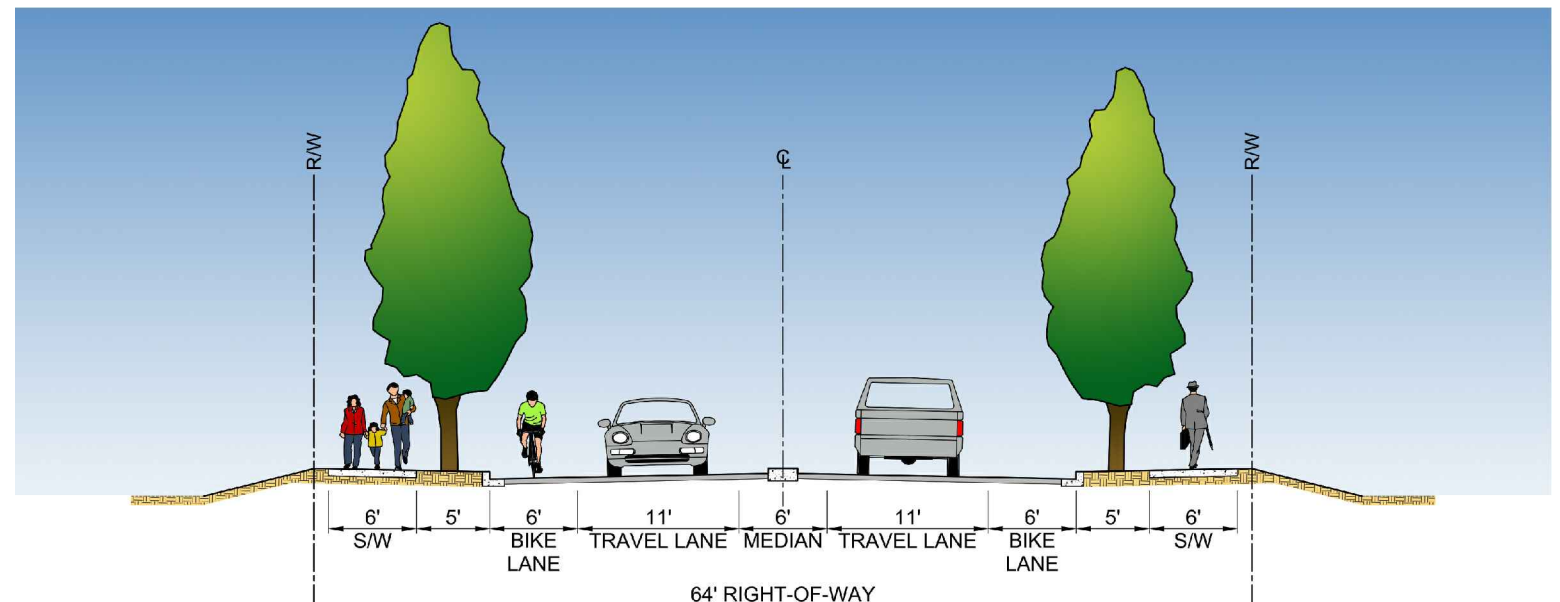
59TH TO FOURTH PLAIN - 3 LANE SECTION - ROUNDABOUT AT 59TH



59TH TO FOURTH PLAIN - 3 LANE SECTION - SIGNAL AT 59TH



3-LANE SECTION



2-LANE SECTION