

**From:** [Ron Hostetler](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** McGillivray Blvd Remarkings of lanes after 2025 paving  
**Date:** Tuesday, May 7, 2024 12:03:32 PM

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My wife and I have lived at 2909 SE Blairmont Dr since August 30, 2009. We drive over 5-speed bumps to reach McGillivray Blvd (MGB), to go S down Ellsworth to go west on HW 14. We go E on MGB to go N & S locations on 164<sup>th</sup> Avenue. We are totally against the 1-lane each direction MGB the city has proposed for lane markings after repaving in 2025. There is no logic to the idea this will improve safety for traffic, pedestrians, and the disabled-on mobility devices.

Police reports from 2015 through 2022 show 53% of accidents on MGB are from the inability of drivers to navigate the curves. While 26.6% of the accidents are from untrained drivers, not hand signaling to say I will wait while you turn left or right. Accidents where two cars are forced into the same space. The last 12.8% of accidents are vehicles leaving the Meadows apartment complex. Why! The city allows street parking up to the intersection which blocks the west view of apartment vehicles and east view of west bound MGB drivers.

Sent from [Mail](#) for Windows

**From:** [Ron Hostetler](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** McGillivray Blvd Remarketing Lanes After Paving in 2025  
**Date:** Tuesday, May 7, 2024 4:19:43 PM

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My wife and I have lived at 2909 SE Blairmont Dr since August 30, 2009. We drive over 5-speed bumps to reach McGillivray Blvd (MGB), to go S down Ellsworth to go west on HW 14. We go E on MGB to go N & S locations on 164<sup>th</sup> Avenue. We are totally against the 1-lane each direction MGB the city has proposed for lane markings after repaving in 2025. There is no logic to the idea this will improve safety for traffic, pedestrians, and the disabled-on mobility devices while allowing traffic to flow at higher rates as population increases in the future.

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#### **Analysis of 109 Police Reports from 2015 through 2022**

An accident “cause” analysis shows, 53% of accidents on MGB are from the inability of drivers to navigate the MGB curves. These drivers ran off MGB hitting trees, rocks, shrubs, stumps and sign or light poles on their left in the median. Other driver’s hit parked vehicles on the driver’s right. The second highest “cause” was 26.6% of the accidents from untrained drivers, not hand signaling to say I will wait while you turn left or right. Accidents, thus caused by drivers forcing two cars into the same physical space. The last 12.8% of accidents were caused by vehicles leaving the Meadows apartment complex. Why! City paint markings allow street parking up to the 136<sup>th</sup> avenue intersection. This blocks the west view of apartment-vehicle drivers leaving and the east view of west bound MGB drivers. Police reports at the cities’ data website show no fatalities took place during the above 8-years. Substantial body injuries were sustained due to driver errors.

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#### **Lane Configurations Bringing Equity to all Users**

A logical lane configuration available now and after repaving is to dissonate both N & S sides parking lanes on MGB as “pedestrian and mobility lane” starting at the Chkalov intersection. On the south side parking would be eliminated just east of Chkalov intersection to the 132th avenue where side walk continues to 164<sup>th</sup> avenue. On the northside the parking lane would be dissonated as pedestrians and mobility device users up to 136<sup>th</sup> avenue. From there sidewalks are present all the way to 164<sup>th</sup> avenue. To be clear. Bicycle lanes presently run from Chkalov to 164<sup>th</sup> avenue would not be affected.

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#### **How to improve safety**

“Let us face our adversaries”. I have seen high school and junior high students do this very action on MGB. Yes! They ride against the arrows in the marked bike lanes. Do they do it for expediency or because it feels safer to them?

They have more time to jump or ride out of a vehicle’s path to injure them when they can see the vehicle approaching. Older youth and adult bicycle riders have expressed fear of being hit on roads

not having rider lanes and with dissonated bicycle lanes. They can only see vehicles approaching from behind. It is exceedingly difficult for them to detect vehicles in their small mirrors that vibrate with road conditions. I believe this applies to pedestrians, mobility device users and bicycle rides to navigate city and county roads with better safety.

**Get Law Breakers and Poor Drivers off Our Public Roads**

Automatic ticketing of drivers exceeding residence and school zones speeds by 7-mph is an imperative for safety and to get inattentive drivers off the road. Traffic fines for well off citizens are not a significant deterrent to changing driver behavior. Those with lessor financial means and multiple traffic fines may lose their license by the number of points accumulated or by not paying their fines. Automatic ticketing would be the certainty of a ticket for local drivers and through drivers on MGB. It would be a constant deterrent to change a driver's behavior.

Sent from [Mail](#) for Windows

Respectfully,

Ronald E Hostetler

803-517-9720

Ronald.hostetler@gmail.com

**From:** [phil brooke](#)  
**To:** [Worley, Steve](#); [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** 34th SE Street Improvements  
**Date:** Friday, May 10, 2024 5:05:29 AM

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Hi All-

Just wanted to send a note of support for the complete street/traffic calming/improvements along 34th from 164th out to the VIC. Adjacent blocks are very much looking forward to the refresh & calming 34th down.

Hopefully the median & sidewalk greenscaping will be replaced. That wasn't entirely clear in the project details.

Be well,

Phil Brooke  
16901 SE 34th St

(Vice President, The Village at Fisher's Landing Neighborhood Association—used for ID purposes only)

**From:** [sam schwartz](#)  
**To:** [City Council](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)  
**Subject:** McGillivray and 34th Streets  
**Date:** Saturday, May 11, 2024 5:40:00 PM

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Hello,

I think your ideas for both of the city streets above are absolutely ridiculous!! We live in a majority and the MAJORITY of people drive their cars down these streets! I personally drive down McGillivray often and I RARELY see anyone walking down that street!!!! Start working on things in the city that REALLY need to be fixed and leave our streets alone!!!!

I moved here over 30 years ago from Chicago and I have always thought that Vancouver takes really good care of their streets!!! Let us keep that going and not make traffic worse by minimizing lanes on McGillivray and 34th; and/or anywhere else you are thinking!!!

Pedestrians and handicapped people can navigate those streets just fine and by the way - it rains here so much - who do you think is going to be walking or moving their wheelchairs down these streets!!! These ideas make no sense!

If you are getting free money from the Federal Government with the provision that you do this with our streets - DON'T TAKE THE MONEY!!!!

Please vote according to the best for the PEOPLE WHO YOU WORK FOR!!!!

Sincerely,

Lori Judkins  
901 SE 123rd Avenue  
Vancouver, WA. 98683



**"My life is an example to many, because you have been my strength and protection. That is why I can never stop praising you; I declare your glory all day long." Psalms71:7&8 NLT**

**From:** [City Council](#)  
**To:** [Joanne Lindberg](#); [Transportation and Mobility Commission Agenda Calendar](#); [Lopossa, Ryan](#); [Benoit, Emily](#)  
**Cc:** [Larry Lindberg](#); [City Council](#)  
**Subject:** RE: McGillivray  
**Date:** Monday, May 13, 2024 3:04:52 PM  
**Attachments:** [image001.png](#)

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Thank you for reaching out to the City Council with your concerns. The McGillivray Safety and Mobility Project was undertaken as an opportunity to address safety issues and frequently voiced concerns, and implement the City's Complete Streets policy in coordination with planned pavement work scheduled for summer 2025. The most common safety concerns we heard from the community were:

- Experiencing widespread speeding on the corridor
- The corridor does not feel safe on bike, on foot, using a mobility device, or driving; and
- Intersections with stop signs and multiple lanes are confusing for pedestrians and drivers.

Our data confirms much of this feedback, with 90% of drivers on the corridor speeding, and a history of collisions between vehicles, private property and people outside of cars. Since 2017, three people walking or biking were injured on McGillivray Boulevard and one person was killed.

One reason that speeding is so common is that the roadway design for McGillivray Boulevard enables vehicle speeds that are not typical or safe for a residential area. Wide roads with multiple lanes enable people to drive aggressively. Street design influences human behavior, and right-sized roadways discourage aggressive driving and improve a driver's ability to slow or stop quickly to avoid collisions. The benefits of proposed design that decreases the number of lanes in each direction include:

- People who drive at the posted speed limit 'set the pace' and people can't dangerously pass them in an adjacent lane.
- When a road has two lanes going in the same direction it creates a dangerous situation for people crossing the road. This is because drivers in one lane may stop to let someone cross, but drivers in the next lane may not be able to see the person crossing and may not stop. This is known as the "double threat" and is one of the main dangers of a double-lane road. To prevent this danger, it is against the law for drivers to pass a stopped school bus, as it creates the same threat scenario. Removing the extra lane on this residential corridor will reduce this threat at crossing locations.
- Reducing the number of lanes on a road can reduce the chances of collisions when turning across multiple lanes, and the confusion that occurs four-way intersections with six to eight vehicle lanes.
- The reconfiguration creates additional space for people walking, riding bikes or other small mobility devices. The users will be separated from vehicles by parked cars or striped buffers, enabling more people of all ages and abilities to comfortably share the street.

In considering these designs, the City did substantial traffic analysis to ensure that the roadway could still efficiently move vehicles today and in the future. We looked at travel times and intersection queues for drivers today, and out into years 2035 and 2045 – accounting for forecasted growth from population growth and planned jobs and development. Using our regional models, the forecasted traffic volumes in both 2035 and 2045 still fall well within the capacity of a single travel

lane in each direction. You can see the full traffic analysis documentation and report on the [Project BeHeard website](#) under the “Project Documents” materials on the lower right-hand side of the page.

You can also find community engagement summaries and a Q and A document with more information on some common questions we’ve received. These include questions about impacts to parking, mail delivery, garbage service and other issues you’ve raised. Most parking spaces will be retained with exception at some intersections to improve the sightlines for drivers and others on cross streets. Mail service and garbage service will not be impacted, and designs have been reviewed by both emergency services and service providers. The Q & A documents is located in the same section of the website under “Project Documents”. Like all of our Complete Streets projects, the City will continue to monitor and collect data on traffic performance and other metrics in the year following implementation to make any refinements or address issues if needed.

The City Councilmembers are blind copied on this response for their awareness.

Thank you -

**Anne McEnery-Ogle** | Mayor  
City of Vancouver  
Vancouver City Council  
Office: 360-487-8629  
[cityofvancouver.us](http://cityofvancouver.us)



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**From:** Joanne Lindberg <[joannelindberg@yahoo.com](mailto:joannelindberg@yahoo.com)>  
**Sent:** Wednesday, May 8, 2024 9:04 PM  
**To:** City Council <[council@cityofvancouver.us](mailto:council@cityofvancouver.us)>; Transportation and Mobility Commission Agenda Calendar <[TransMobilityCommissionAgendaCal@cityofvancouver.us](mailto:TransMobilityCommissionAgendaCal@cityofvancouver.us)>; Lopossa, Ryan <[ryan.lopossa@cityofvancouver.us](mailto:ryan.lopossa@cityofvancouver.us)>; Benoit, Emily <[Emily.Benoit@cityofvancouver.us](mailto:Emily.Benoit@cityofvancouver.us)>  
**Cc:** Joanne Lindberg <[joannelindberg@yahoo.com](mailto:joannelindberg@yahoo.com)>; Larry Lindberg <[golfnut1018@gmail.com](mailto:golfnut1018@gmail.com)>  
**Subject:** MCGillivray

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To members of the Vancouver City Council:

:It is my sincere wish that someone on the about "To" list cares about us drivers of cars in the McGillivray neighborhood. There should be a vote of the people whose lives your reduction of lanes will affect, not those of you who don't live here and never have lived here in the neighborhood and no doubt have been influenced by a few select people for what reasons you will no doubt keep silent. What about placing barriers making one lane each way for a couple weeks and see what happens? I understand you turned a deaf ear to that suggestion. What are you afraid of? The Columbian today indicated that Clark County will have 718,00 plus residents by 2045, an increase of nearly 39 percent over the next 20 years! Do you have no vision of the future?

I have lived one street off of McGillivray and 125th since 1978! I know I am right when I say the flow of traffic will be substantially slowed to a snail's pace while your bikers you are so concerned about can race as fast as they want. Bikers, by the way, are considered vehicles and have a legal right to ride in the roadway even when a bicycle lane is present. So why are you doing this reduction of lanes to satisfy bikers, especially when they only occupy the lanes about 3 percent of the time?

It actually blows my mind thinking about your stubborn resistance to even consider the negative effects of lane reduction concerns such as greatly increased traffic congestion, parking spaces, cuts through neighborhood to avoid traffic, emergency vehicles, school bus routes, mail delivery, garbage and recycling pickups, a terrible waste of our tax dollars, etc. etc. etc. Why don't you address every single concern? Again, what are you afraid of? Why don't you care to address these problems? What are you hiding? Who benefits from this change voted on by a few people who DO NOT LIVE HERE! We want a voice!

I will be interested in a reply.

Joanne Lindberg  
Cascade Park resident of 46 years



**From:** [JOHN WISH](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#); [Benoit, Emily](#); [City Council](#); [Lopossa, Ryan](#)  
**Cc:** [JOHN WISH](#)  
**Subject:** SE 34th proposed changes  
**Date:** Thursday, May 16, 2024 10:47:21 AM

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I'm emailing you to let you know of my extreme disappointment with the planned changes coming to SE 34<sup>th</sup> between SE 164<sup>th</sup> and SE 192<sup>nd</sup>. I have lived in the Fishers Landing area since 1997 and in my present home on SE 39<sup>th</sup> Street since 1998. My wife and I have raised three children who all attended Fishers Landing Elementary. One of the joys of living in Southeast Vancouver is the ease of getting around by car, bike and by foot. The streets are wide making it safe to drive, bike, and or walk. The city is moving ahead with more multi density zoning near my home. Two examples are the mixed use development at the old HP site and the old rock quarry near Hwy 14 and SE 192<sup>nd</sup>. Once these two area are built out there will be many more families and vehicles in Southeast Vancouver. Removing lanes from a road that currently serves as main arterial road for east / west traffic since the mid-nineties seems extremely short sighted when your planned zoning will result in more vehicles not less. Drivers may be forced or choose to cut through neighborhoods to bypass SE 34<sup>th</sup> as they head to either SE 164<sup>th</sup> or SE 192<sup>nd</sup> leading to perhaps more accidents in the neighborhoods that surround Fishers landing elementary. Please re-think this proposed change to SE 34<sup>th</sup>

Thank you  
John Wish

**From:** [Alisa Rawlins](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#)  
**Subject:** Save our streets  
**Date:** Thursday, May 16, 2024 8:52:08 PM

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Hey there

I just wanted to weigh in on the issue of revamping McGillivray Blvd.

I've lived in a neighborhood south of McGillivray for 26 years.

I am opposed to the proposed changes. I don't think issues such as school bus stops, garbage collection, increased traffic and street parking for residents have been fairly weighed.

It seems that you all are trying to turn McGillivray into a thoroughfare instead of respecting the fact that people live on that road. The traffic and busyness would cause more problems, in my opinion as someone who has driven that road for decades.

Thanks for listening and for considering my point of view.

Best of luck with your decision

Alisa Rawlins

**From:** [Jason Cromer](#)  
**To:** [City of Vancouver - Office of the City Manager](#); [Transportation and Mobility Commission Agenda Calendar](#); [Kennedy, Rebecca](#); [Lopossa, Ryan](#); [McEnery-Ogle, Anne](#); [Small, Rebecca](#); [City Council](#)  
**Subject:** Seattle's First Protected Intersections Opens - What About Vancouver?  
**Date:** Friday, May 24, 2024 2:56:02 PM

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Hi all,

I wanted to share the recent opening of Seattle's [Protected Intersection](#).

It's a type of infrastructure that is very common in the Netherlands, but is starting to gain popularity in major cities.

I wanted to highlight this for our planners and engineers to consider for future upgrades on Vancouver streets, especially given the large increase in safety demonstrated by them.

Enjoy the long weekend!

Best,  
Jason

**From:** [Kirk Pawlowski](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Benoit, Emily](#); [Lopossa, Ryan](#)  
**Subject:** Re: Public Comment and Photos - SE 34th Street Improvement Planning  
**Date:** Monday, May 27, 2024 2:55:23 PM

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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,

On a day when we commemorate our fallen men and women - colleagues, brothers, sisters, parents, aunts, uncles and cousins, and all citizens; I am sharing another series of photos of an auto accident which has just occurred and resulted - thankfully - in minor injuries but remains typical of weekly events of this type taking place at the intersection of SE 168th Avenue and SE 34th Street due to high speed and running this red light. People are driving too fast and running lights even in the midst of our current construction activities on the street with warning bollards and signage.

We appreciate the responsiveness of Vancouver's Police (on what must be a very busy day for each member of the force working) and their assistance.

We also continue to appreciate your focus and commitment to making our streets safe for our children, our elderly citizens, for all of us - the legacy of doing all you can each day to enhance safer streets is a great contribution . Thank you again.

Kirk R. Pawlowski, AIA Emeritus | LEED AP  
3405 SE 168th Avenue  
Vancouver, WA 98683  
(206) 369-4443

----- Forwarded message -----

**From:** **Kirk Pawlowski** <[kirk.regent.pawlowski@gmail.com](mailto:kirk.regent.pawlowski@gmail.com)>

**Date:** Wed, Mar 13, 2024 at 11:25 AM

**Subject:** Public Comment and Photos - SE 34th Street Improvement Planning

**To:** Vancouver Transportation and Mobility Commission <[tmc@cityofvancouver.us](mailto:tmc@cityofvancouver.us)> ,

Vancouver Mayor, Mayor Pro Tem, and City Council Members

<[council@cityofvancouver.us](mailto:council@cityofvancouver.us)> , Emily Benoit <[Emily.Benoit@cityofvancouver.us](mailto:Emily.Benoit@cityofvancouver.us)> , Ryan

Lopossa <[Ryan.Lopossa@cityofvancouver.us](mailto:Ryan.Lopossa@cityofvancouver.us)>

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



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Kirk Pawlowski AIA Emeritus | LEED AP  
Voice (206) 369-4443

"Glory to Ukraine! Glory to the Heros!"

**From:** [Jolyn Collie](#)  
**To:** [Transportation and Mobility Commission Agenda Calendar](#); [City Council](#); [Worley, Steve](#)  
**Subject:** Vancouver Street Changes  
**Date:** Monday, May 27, 2024 4:18:16 PM

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Having trees trimmed, then removed, then stump removal, then having new crossing sidewalks installed has shown what a nightmare it would be to have only one lane on SE 34th Street in Vancouver. A single lane caused a driver to "cut me off" and actually scrape the front left bumper of my new car because they thought I was driving too slowly (the speed limit) in a short section with both lanes open. Also, it's difficult to take a turn into the opposite direction (than a right turn onto the closest lane) because so many cars are passing in a single lane and when one lane opens, the other is busy with vehicles. One lane doesn't make traffic slow down, it does exactly the opposite--people speed up to get to their destination. I foresee costs in the future to install additional traffic lights where neighborhood streets need to turn onto the adapted one-lane street.

Not only that, but I have seen a total of four bicycle riders on 34th Street in the past three months. My kitchen window looks out onto 34th Street and I see the traffic every time I'm in the kitchen (often). Bicycles are NOT a main mode of transportation in East Vancouver. Even if there were bike lanes, I cannot imagine people letting their children use 34th Street due to the volume of traffic. Also, with the planned increase of housing, apartments, businesses, and a school on the "VIC" property between 176th Avenue and 192nd Avenue traffic will only increase on 34th Street. Not only does it change 34th Street for the worse, and waste tax dollars, but it will also cause additional congestion for people turning from 192nd Avenue onto 34th Street by reducing the turn lanes from one to two lanes--in addition to changing the intersection between 34th Street and 192nd Avenue, you will also cause expense and a waste of tax dollars to change the streetlights at that intersection.

I understand that you are also considering making MacGillivray one lane also. I rarely see bicycles on that street either. Why would you change two of the major East/West streets from four lanes to two lanes? It doesn't make sense to adapt roads that were paid for by tax-payer money make traffic worse, not better. East 34th Street serves over a thousand residential homes, countless businesses, and people who commute to and from work every day. It is the one four-lane street that connects Vancouver to the Camas area and the tech businesses east of 192nd Avenue.

Vancouver is not, nor will it ever be, a bicycle city. We do not have the weather for people to ride bikes year-round, and there are plenty of neighborhoods to ride in to stay off of major thoroughfares. Changing traffic patterns for a super-minority of potential bicycle riders is a poor idea, and a waste of people's tax dollars--one of the worst idea the City of Vancouver has ever thought of. If you are trying to use Federal Funds for these projects, send the money back, or think a more realistic way to allow bike travel, such as narrowing the lanes and putting in a small bicycle lane on the curb side with a "curb-like" barrier between the bikes and cars (similar to the bike lanes in the Tech Center).

I hope you listen to the people who actually use these streets. Have you done a traffic analysis to prove this is a good idea? I imagine not. Please, please, please give up the idea of changing our streets in the East Vancouver neighborhoods.

Jolyn Collie  
Resident and tax payer



Christopher  
P.O. Box 872134  
Vancouver, WA 98684

June 4<sup>th</sup>, 2024

Chair Ramos and TMC members, Madam Mayor, Joanne Lindberg,

### **McGillivray Approval/Request To Rescind**

Chair and Madam,

Thank you, Joanne, for your letter and the response from a city official. Madam Mayor, your response is appreciated. Chair Ramos, I urge you to address the 84 unanswered messages regarding McGillivray. Joanne, thank you for your participation, and apologies for the length of my message; I hope this platform allows all of us to be heard for the first time.

Mayor, I appreciate your response, but we've heard from Ms. Kennedy and Ms. Benoit before. I fully support Ms. Lindberg's sentiments, sharing my perspective as a 25-year resident near McGillivray & Talton. While I'm available to discuss my qualifications, today I'll focus on the current issues while reviewing some of the history.

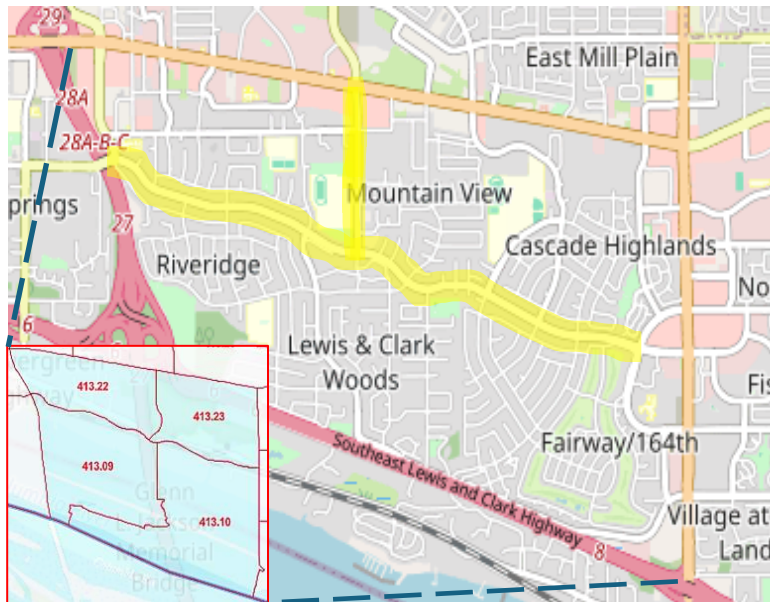
Many of us in the McGillivray area learned of the program in December of 2023 through a group that later became [savevancouverstreets](#). I'm not an active member and don't speak for them though I support some of their efforts. In that same month, I chose to elicit assistance from the East Precinct as we've not had a police presence on McGillivray in at least three years. After reaching out to Lieutenant Kennedy, the patrol commander, an agreement was reached, in that, a couple of officers each shift would drive the 136<sup>th</sup> to McGillivray to Chaklov loop on their way into and out of the station that day. This added one mile to their journey, established a visual deterrence for McGillivray and WyEast middle school, and seemed the most unobtrusive approach to their time. This agreement collapsed in January 2024 when Lt. Kennedy transferred, and Lt. Sean Dumas assumed command. Lt. Dumas felt that his personnel levels were not enough for enforcement actions, and I struggled to convey that we wanted deterrence via drive-by only, any enforcement would be discretionary and availability is but one consideration for each officer.

On February 28<sup>th</sup> 2024 I sent to Council via your bulk E-mail address a copy of a report titled "MARKUPCommunitySurvey1\_Responses\_Report.pdf" which highlighted the citizens view of McGillivray independent of the project. One or more of you on the Council forwarded my mail and the report to Lt. Dumas as we have since begun to see scant but appreciated police activity on McGillivray. With time and presence, I've no doubt many of McGillivray's current issues will be resolved and it will operate as it has for 50 years. I have personally let the Lt. know how much it is appreciated by many on the road and myself. It would be nice to say thanks to the councilor who forwarded it but I received no response from any of the council. As I type this, I am awaiting a response from Sarah Fox and answers to the information Eric Paulsen requested on this topic.

Several years ago, we as Neighborhood associations began requesting lighting and crosswalk improvements for McGillivray. The "McGillivray" area as were known, is a part of Vancouver built in the early 70's with streets designed to discourage cut-throughs. [McGillivray](#) is a boulevard designed as an arterial with two lanes east and west stretching two and a half miles serving eight neighborhoods, five of which have no access other than McGillivray. These two-and-a-half miles also have eleven stop signs and twenty-one bus stops. The road is crowded but not congested. Before this project the last traffic count was in 1982 and our 15% increase in traffic was nominal as compared to the city's growth rate. Paralleling Mill Plain it also serves as 40% of 98683's east-west capacity.

The McGillivray area makes up [four census tracts](#) noted in the graphic below. These tracts comprise 11% of Vancouver's population who were not represented at the cities table of decisions.

Over 9000 homes and more than 20,000 people live in a densely populated area with an average of six people per square mile with several neighborhoods exceeding eight. The Vancouver average is less than four. Population density is high in the area but especially so on the island, which is the area sandwiched between McGillivray and the Lewis and Clark highway. McGillivray is its sole access.



**McGillivray Area highlighted roads will be one lane upon completion. Our primary N/S road also converts to 1 lane as part of the 137<sup>th</sup> mobility lane project.**

the eastern end. McGillivray has a parking lane as well as a bicycle lane currently. McGillivray has 110 intersecting residential driveways, it is also tree-lined and very dark with deep shadows during the day and utter darkness at night. The city's existing condition report notes that 42% of the intersections are under lighted which was likely accurate when written. We've lost two more light poles since, taking the under lighted number to better than 60%. Our read of the Complete Streets guidelines calls out lighting as the #1 priority while your plan ignores lighting entirely.

We wanted and asked for a road with at least the light poles replaced from crashes going back to 2002 that have yet to be replaced, some yellow paint, and maybe signs for the crosswalks.

The city advertises neighborhood programs with road postings like the 112<sup>th</sup> project shown below. The McGillivray project was not posted and is not listed in our local Transportation Improvement (tips) program. The only reference anywhere is on page 8 of the Vancouver [BeHeard](#) website.

McGillivray is a residential street with the only businesses limited to a ¼ mile section at



**Vancouver Street announcement. This was not done for McGillivray**

Christopher  
P.O. Box 872134  
Vancouver, WA 98684



**Road configuration since 1972**



**Planned roadway.  
Note serpentine driving pattern.**

In February of 2023 an open house was held for residents at our middle school, 130 people attended and 110 signed up for additional information and updates. The meeting became contentious as the residents learned only then that they were losing a traffic lane and the purpose of this meeting was to discuss what to do with it now that it was gone.

The removal decision had been made by city staff without advising or consulting residents or stakeholders. (The city has since confirmed that no alternative other than lane removal was ever considered). Although no one, including the mayor who was present, could explain the who, what or why. These 110 residents were never again contacted by the city and most of whom considered the program canceled after the open house and no communication.

It was in December of 2023 that these residents and I learned the program was alive through [Save Vancouver Streets](#). The city Listserv mailing list for notifications of the program has 389 contacts, I am one of these and I have never been contacted by the city on this program. These 110 residents who attended the open house are in Listserv, they're not hard to reach and asked to participate. This is a very quiet program.

After the open house meeting with the residents the planners chose to sponsor a Web comment board for all future discussions and did not advise the residents whose contacts are on Listserv. We are still unsure where this board was advertised as public record requests responses are muddled. 106 people participated in this new online board and the city invited 50 of them to 7 planning face-to-face meetings in June of 2023, none of the residents, stakeholders or businesses were invited to attend. The last meeting held by the city with this group had 1 attendee and the largest group was 14. None of the 110 residents who had requested participation and whose neighborhood it occurs in were contacted. Remember, the city did not advertise this program with signage for the area, no notice in TIPS, no press release, and no form of public notice other than to their bulletin board members. Again, this was a very quiet program.

There were two in-person outdoor events arranged for the newly found 106 web participants but none for the neighborhoods or stakeholders. 14 participated. A walking tour was arranged of the project area, 2 neighborhood people attended, and a bicycle tour was attended by 12 though no one can tell us if they represented the bike clubs or residents. Responses to public record requests are muddled.

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It was noted by the Travel Commission and City Council on several occasions that there were issues with the McGillivray residents and communication with the project. The city planners committed in writing on three occasions that they would work to improve relations. There is no evidence or example of their attempting to do so. There's no evidence to show that the city ever reached out to any resident after the failed open house.

**No** Neighborhood associations, businesses or stakeholders have endorsed this program. According to records obtained through public records requests, only half of the business stakeholders were even notified, and this notification consisted of a single page flyer left at their door. No dialog or conversations were had with any principal or manager.

The lack of communication and unilateral decisions by the planners without resident and stakeholder input is from what I expect is the opposition to lane removal they experienced at the open house. The city is placing a 2.5-mile-long single-lane road with 11 stop signs and 21 bus stops and a serpentine pattern into the commute of 11% of the population twice a day for the rest of their lives. All of this is to update an existing bike lane with a reportable accident in one report, two in another, and now three with your memo. Residents are angry, confused, and bitter about the city and its unwillingness to even communicate.

In October of 2022, the Be Heard Vancouver website listed the community survey for the public and it received 1072 comments and 700 open ended comments from the same commenters. We obtained the responses and have coded the comments as Negative, Positive, or Ambiguous. The ambiguous results from incomplete or unintelligible responses. 62% believed the program would have little if any benefit. The results were overwhelmingly negative at an 8:1 ratio. On the first free text question the comments were 389 Negative to 42 Positive. This was typical on questions that allowed text entry. For the sake of brevity (200+ pages) these highlighted pages are not included in my letter but are at your disposal.

The open-ended comments were about the road in general and primarily the lack of enforcement which is true of all of Vancouver right now. People were pointed and found many creative ways of pointing out that people no longer know what to do at a 4-way stop and other items beyond the city's control. The city planners reported the results to the Travel Commission and City Council as:

***"While some community members expressed concern with the idea of repurposing a vehicle travel lane in each direction, many community members were supportive of having more space for people walking, riding bicycles and other small mobility devices within the existing Right-of-Way."***

To use the results of biased questioning written to obtain a desired response and ignore the open thoughts, views and opinions of the affected residents is gas-lighting the council and TMC at its finest while belittling and insulting the impacted residents and their sincere concerns and thoughts. I view the Travel and Mobility Commission from my dealings with them as merely an extension of the planning department, and whom despite their titles, represent no one who drives. Do we, as a percentage of the populace, no longer count?

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We only wanted the lighting replaced and better crosswalk markings. Can you not empathize with our frustration? The decision to remove a lane from McGillivray was chosen by city staff without any citizen input. The city has confirmed that no population review was made other than using GIS for an equity index. No population or density studies were done, I don't believe the city knows or cares how many people are affected provided they can get their bike path.

And let's all just accept the fact that this is a bike path plan, not a safety plan. McGillivray will tie the 112<sup>th</sup> PBL to the 137<sup>th</sup> PML and then eastward to the currently being planned 164<sup>th</sup> East PML and eventually to the Camas city limit. When these are connected the city will have a limits-wide PBL/PML and we will win a state Eco-Award or something while **11%** of the population faces a 10-minute single-lane serpentine joy ride through 11 stop signs with 21 bus stops to get to the road that will take them to the highway that will take them to work. Secure in the knowledge that they get to do it again at the end of the day, in the dark because you still will have not fixed the darn lights despite all this hoorah!



**If this were truly an item related to safety would you want to force the parking drivers and their doors into an active traffic lane to exit their vehicle?**

**The city says the current parking isn't safe as the driver's door opens into the bike lane. Well in front of an oncoming bus doesn't seem safer to us.**

**Would you want the passenger door opening into the bike lane? How is that better than the driver's door?**

The accident reports going back in time show that most are parked cars being hit and they are now going to be in the middle of the road and you have to swerve to avoid them.

We wanted streetlights, some yellow paint, and if we asked nicely, maybe some signs? You've budgeted \$500,000.00 just for planning according to your RTC grant filings. Now I think we're sorry for ever mentioning it and making ourselves miserable. Is it too late to just say never mind?

We applaud efforts to control the traffic through enforcement and reasonable physical means and encourage all practical safety for pedestrians, bicyclists, and the like. We and our kids are usually some of the ones you see out there now, it's our neighborhood and we want it safe. But to think that you can take 50 year old architecture and apply current safety standards is akin to fitting a twin sheet to a king-sized bed, some things just don't fit. We've tried to make suggestions, talk, communicate, and establish a dialog, but other than lane removal the city won't talk and when they do it isn't to any of the affected residents. And yes, were angry....

MAC