

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