



Community Engagement Summary Phase 1

St. Johns - St James Safety and Mobility Project
Community Development Department
August 2024

St. Johns - St. James Project – Phase 1 – Community Engagement Summary

To: Emily Benoit, Brett Setterfield, Katherine Stanton, City of Vancouver
From: Alta Planning + Design
Date: August 2, 2024
Re: **St. Johns - St. James Safety and Mobility Project – Phase 1 Community Engagement Summary**

Introduction

The St. Johns – St. James Safety and Mobility Project is studying the opportunity to create and implement safety and mobility improvements for all users on this critical north-south connection. The project corridor is on NE St. Johns Boulevard/Road and NE St. James Road between Fourth Plain Boulevard and NE 68th Street and includes Fort Vancouver Way between Fourth Plain Boulevard and St. Johns Boulevard. The Community Engagement Plan, developed in January 2024, identified a variety of public engagement strategies and tools organized around three distinct phases to maximize how community input informs the project at each phase and to integrate community engagement with other project schedules. The three phases detailed in the Community Engagement Plan are:

- **Phase 1: Listen & Learn** – Share existing conditions and examples of the types of possible improvements; understand public needs, concerns, and perceptions about the project; and build partnerships.
- **Phase 2: Align & Refine** – Provide opportunities for public input on corridor design and options on additional multimodal improvements and safety countermeasures such as traffic calming.
- **Phase 3: Project Update** – Share how public input affected the project outcomes and the final design concept and recommend improvements not addressed by the project to be incorporated in future planning.

This report outlines the engagement activities and communication methods used in Phase 1: Listen & Learn and summarizes key takeaways. The following table summarizes events that took place during Phase 1.

	Project Survey including Interactive Map	In-Person Open House
Location	Online	Discovery Middle School – Cafeteria
Timeframe	4/1–5/10	April 17, 2024 5:30–7:00 p.m.
Participants	243	Approx. 20

Key Takeaways

- More than half of the survey respondents used the corridor to shop, eat, and play, highlighting need for access to destinations.
- Walking and biking:
 - About 33% of survey respondents walked “daily” or a “few times a week.” 72% felt “somewhat safe” or “unsafe” walking in the corridor.
 - 19% of respondents used bikes/e-bikes “daily” or a “few times a week.” 48% of them perceived biking to be “somewhat safe” or “unsafe.”
 - “Narrow, broken, and missing sidewalks” was the top transportation concern seen in the corridor for 51% of the respondents. 24% of respondents chose “difficult intersections and crossings” as their top transportation concern seen.
- Car or truck were the most frequently used modes of transportation with 85% of survey respondents using these “daily” or “few times a week.” 55% of respondents perceived using car/truck as “very safe” or “safe.”
- A smaller percentage of respondents used wheelchair/assistive device (3%), scooter or e-scooter (10%), public transit (29%) and motorcycle or motor scooter (12%)
- Speeding and aggressive driving were often noted as transportation concerns in the corridor:
 - “People driving too fast” was the first choice of transportation concern experienced for 32% of respondents.
 - “Aggressive driving” was identified as the first choice for 33% of the respondents and second choice for 12% of the respondents.
 - Open-ended comments also emphasized issues relating to speeding in the corridor, drivers not stopping at intersections, and wrong-way driving.
- Addressing these concerns will improve driving experience and multimodal safety.
- When asked what survey respondents would prioritize along the St. Johns – St. James corridor, safety came up at the top, with 84% choosing it as their first, second, or third choice.
- In the open-ended comments, survey respondents noted the need for continuous, connected, and obstruction-free sidewalks and bike lanes, and safe and accessible crossings, particularly near schools, important businesses, and bus stops.

Infrastructure Themes from the Interactive Map and Survey “Other” Responses

Responses reflect a desire for a safer, more accessible, and maintained St. Johns/St. James corridor with specific emphasis on multimodal safety and controlling vehicle speed.

Sidewalk and Mobility Lane Safety Improvements:

- Many comments highlight the need for enhanced safety measures for pedestrians, bicyclists, and small mobility users, including better lighting, clearly marked crosswalks, and protected mobility lanes.
- Strong demand for continuous sidewalks and mobility lanes throughout the entire corridor.
 - a. Comments to fill existing sidewalks gaps in the north portion of the corridor.
 - b. Comments to ensure mobility lanes are separated and protected with physical barriers from vehicle traffic.

Traffic Control and Speed Management:

- Speeding and aggressive driving are significant concerns. Many comments suggest reducing speed limits, adding speed humps, and increasing enforcement of traffic laws.
- The St. Johns Blvd/Fort Vancouver Way intersection is frequently mentioned as dangerous and in need of traffic control solutions like signalized crossings, traffic lights, or roundabouts to slow down traffic and improve safety at intersections.

Signage and Road Markings:

- Additional signs to indicate school zones and pedestrian crossings are frequently suggested.
- Several comments mention the need for better signs to prevent wrong way driving

Pavement Maintenance:

- Some comments request fixing potholes and addressing heavy truck ruts along the corridor.
- Some comments express frustration with the overall condition of roads in Vancouver generally.

Community and Accessibility Enhancements:

- Comments emphasize the importance of making the corridor more accessible and inviting for residents, with suggestions to fill sidewalks gaps, develop vacant lots for community use, and improve local business accessibility.
- Enhancements for people with disabilities, such as ensuring wheelchair-accessible sidewalks and pedestrian crossings, are also mentioned.
- Concerns about pollution, overgrown vegetation, and the cleanliness of sidewalks are noted.
- The presence of motorhomes and trailers parked in bike lanes and along the streets is mentioned as a safety, aesthetic, and access issue.

Specific Locations of Concern:

- Several specific locations within the corridor are repeatedly mentioned as needing improvements, including the intersections at St Johns Rd with 44th St, 52nd St, and 54th St.

Public Transportation:

- A few comments suggest improving bus stops, including the removal of some bus stops along the corridor, and adding beacons at bus stop crosswalks for safer pedestrian crossing.

Lessons Learned for Future Engagement

- In terms of survey respondent demographics, lower percentages of people who identified as Hispanic/Latino descent, spoke English less than “very well,” youth and seniors, and households with incomes less than \$50,000 took the survey compared to the overall population demographics of the census tracts in and around the corridor. Future engagement efforts could potentially target these underrepresented populations by canvassing along the corridor or offering incentives to take the survey.
- Future in-person events should consider the impacts of weather conditions, and other engagement response levels to make decisions about dates/locations of events, which impacted turnout at the open house for this phase of engagement. Other considerations include scheduling on days/times that do not conflict with other City events and conducting events in areas with high foot traffic.
- Russian language materials were not well-utilized, likely because they are critical in this area. Spanish interpreters were present during the open house but none of the attendees needed the assistance and so the future need for translators during in-person events should be identified based on geography or other criteria.

- The methods used in promoting the survey, including through the City newsletter, and social media posts and during public meetings worked really well receiving 243 survey responses.
- The project team made efforts to connect with community organizations, churches, and other groups in the corridor through phone calls and emails but did not receive any responses or interest potentially because the project is not seen as particularly controversial.

Project Survey Summary

A project survey was conducted through an online portal and was open to the public between April 1 and May 10, 2024. The survey included an interactive map where survey respondents could note locations of transportation concerns and destinations they want to reach more easily along the project corridor. Through the survey, community members had the opportunity to share information about the destinations in the corridor they go to, frequency of the transportation modes they use, safety and comfort levels, and their transportation concerns and priorities. The survey also included an interactive map where respondents could add comments about their transportation concerns and destinations they want to reach along the corridor more easily.

The survey was publicized through fliers, yard signs along the project corridor, postcards to all addresses within a quarter mile, the City of Vancouver's BeHeard website, the City newsletter, and social media posts and during public meetings and open house conversations. The online survey was available in English, Spanish, and Russian, which were identified in the Community Engagement Plan as top languages spoken in and around the corridor. However, there were no responses to the Russian or Spanish surveys.

The project team also sent emails to community-based organizations located near the corridor or who represent different groups, and neighborhood association leadership in and around the corridor, directing them to the project website and to the online survey. The project team recruited for a project listserv to keep community members in the loop throughout the project using the same methods as the survey promotion. Community members can sign up for the listserv on the City of Vancouver project website. Students and families in schools near the corridor were encouraged to take the survey through a Vancouver Public schools e-flier distribution service called PeachJar.

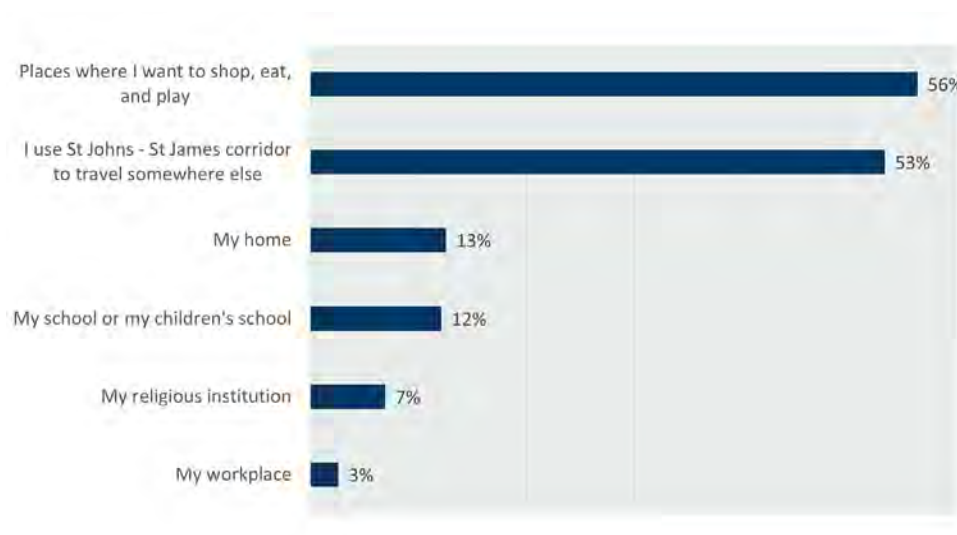
The results of the survey are as follows:

Destinations

Q1: What destinations do you go to near St. Johns – St. James corridor? *Check all that apply.*

- 56% of respondents went to places on the St. Johns – St. James corridor to shop, eat, and play.
- 1. 53% of respondents used the corridor to travel somewhere else.
- A smaller proportion of respondents, 7% and 3%, used the corridor to travel to their religious institutions and workplaces, respectively.

Figure 1. What destinations do you go to near the St. Johns - St. James Corridor? (n=231)



Frequency, and Safety and Comfort by Transportation Mode

People were asked about the frequency with which they traveled by different modes and how safe and comfortable they felt using the following modes: walking, biking, public transit, car/truck, and so on. Respondents were also given the option to note any other modes not included in the survey. Respondents noted using school buses, work vehicle, and driving with friends as other modes.

Q2: How frequently do you use the following transportation options along the St Johns – St James corridor? [Please select all that apply.]

Q3: How safe and comfortable do you feel using the following transportation options along the St Johns – St James corridor? [Please select all that apply.]

Walking (Q2 & Q3)

Among the survey respondents:

- 2. 33% walked “daily” or a “few times a week.”
- 43% of respondents walked only “a few times a month” or “rarely.”
- 14% of the respondents felt “very safe” or “safe” walking in the corridor.
- Most of them felt “somewhat safe” or “unsafe” walking in the corridor (71%).

Figure 2. Frequency and Safety and Comfort of Walking

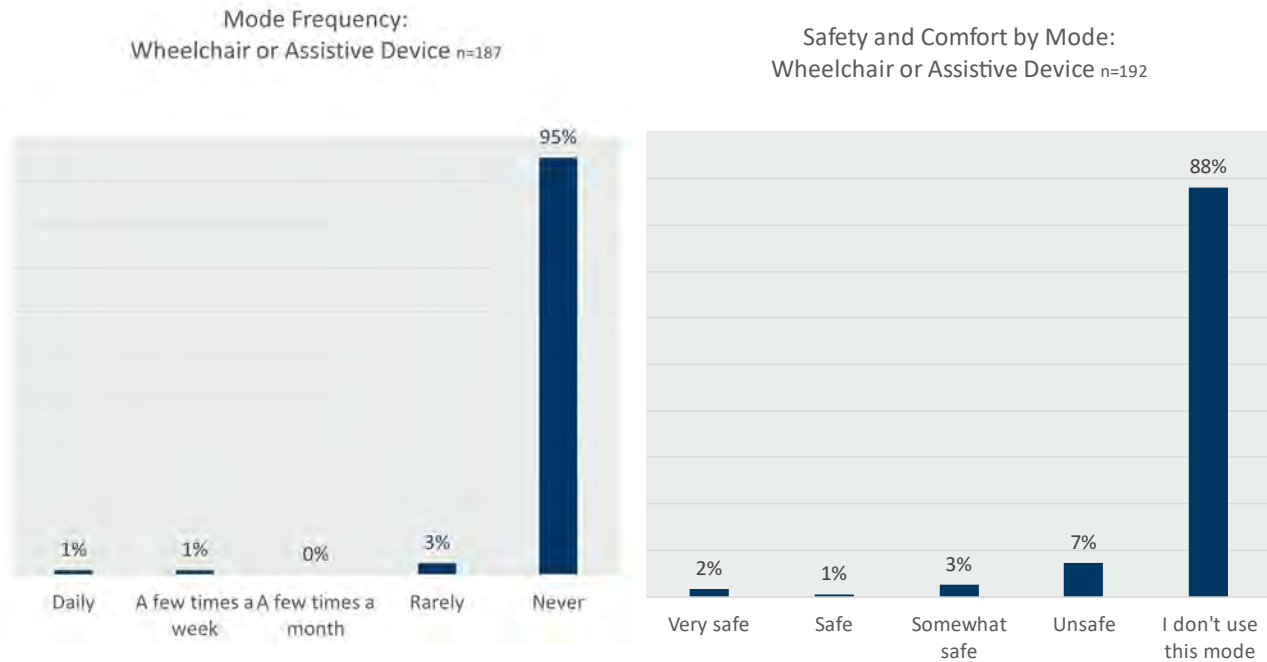


Wheelchair or Assistive Device (Q2 & Q3)

Among the survey respondents:

- 3. Only a small percentage of survey respondents (5%) used a wheelchair or assistive device at all.
- 4. 3% of respondents perceived using wheelchair/assistive device as “very safe” or “safe.”
 - 10% felt “somewhat safe” or “unsafe” using this mode.

Figure 3. Frequency and Safety and Comfort of Wheelchair or Assistive Device

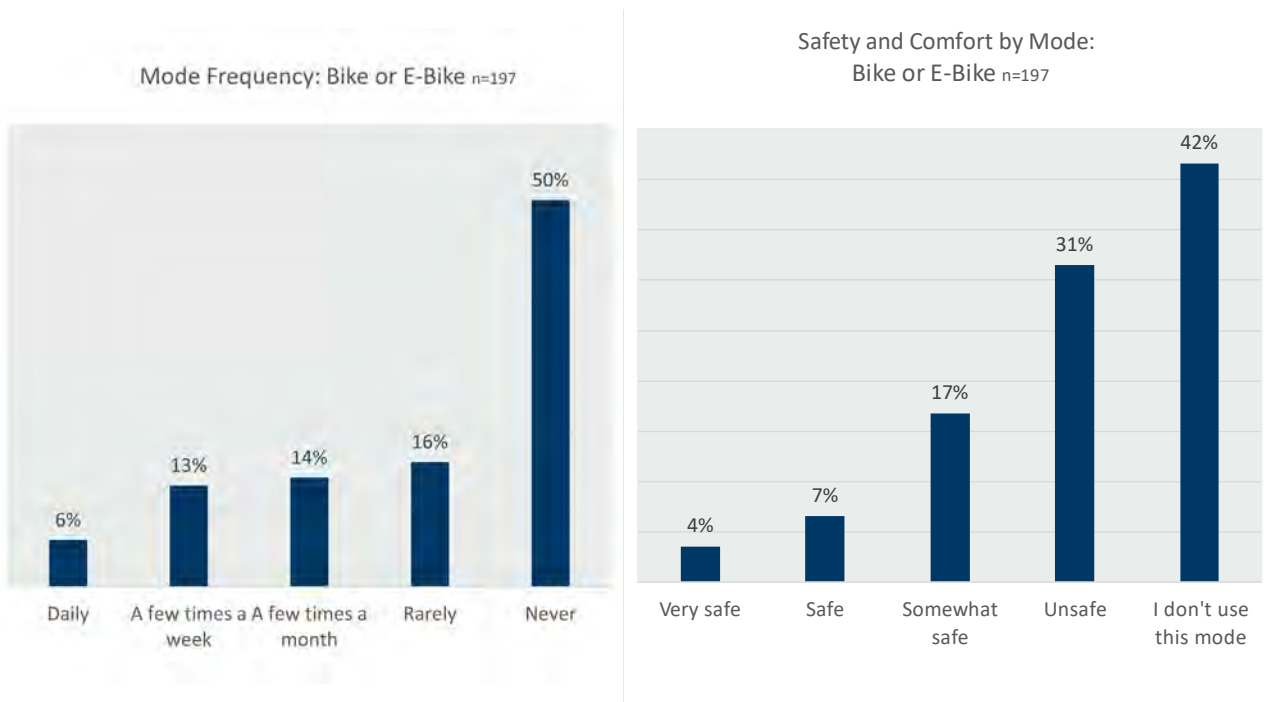


Bike/E-Bike (Q2 & Q3)

Among the survey respondents:

- 19% of respondents used bikes/e-bikes “daily” or a “few times a week.”
- 30% of the respondents, used bikes/e-bikes “a few times a month” or “rarely.”
- Half of the respondents “never” used bikes/e-bikes.
- 11% of the respondents felt “very safe” or “safe” biking in the corridor.
- 48% of them perceived biking to be “somewhat safe” or “unsafe.”

Figure 4. Frequency and Safety and Comfort of Bicycling

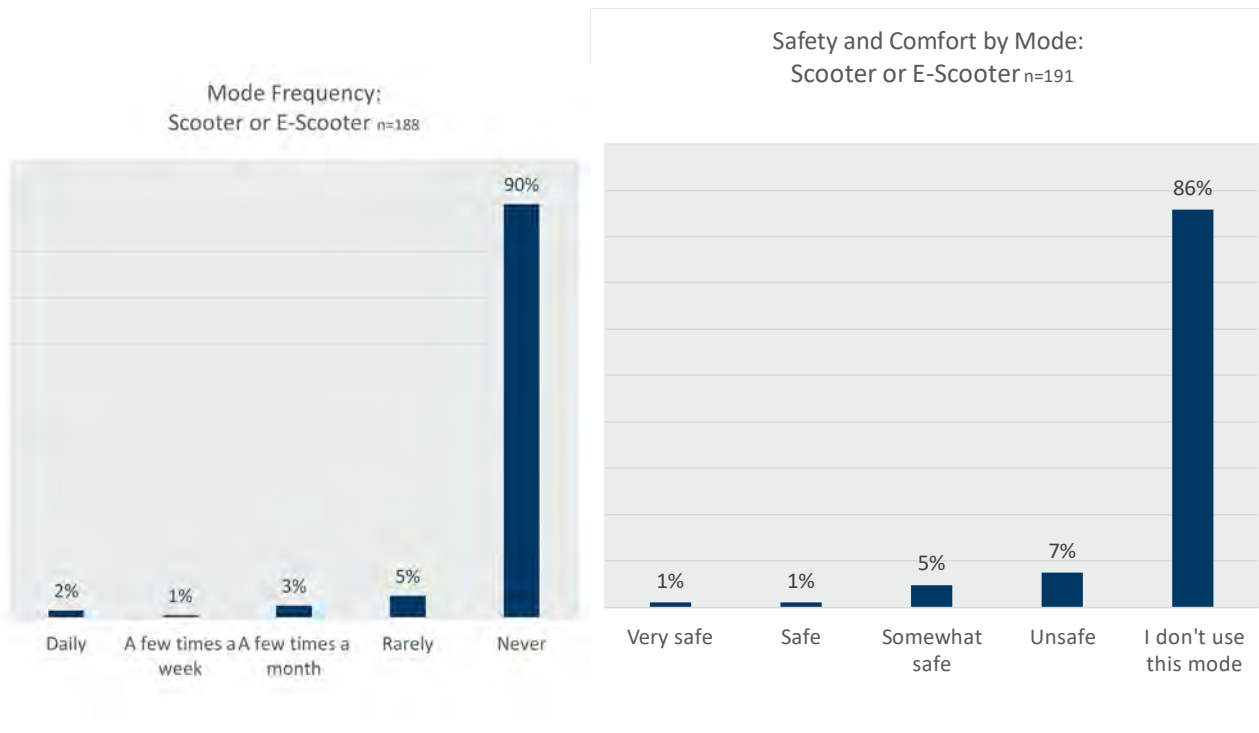


Scooter or E-Scooter (Q2 & Q3)

Among the survey respondents:

- 3% used this mode “daily” or a “few times a week.”
- 90% “never” used scooters or e-scooters as a mode of transportation on this corridor.
- 2% perceived this mode to be “very safe” or “safe.”
- 12% felt it was “somewhat safe” or “unsafe.”

Figure 5. Transportation Mode Frequency and Safety and Comfort of Scooters and E-Scooters

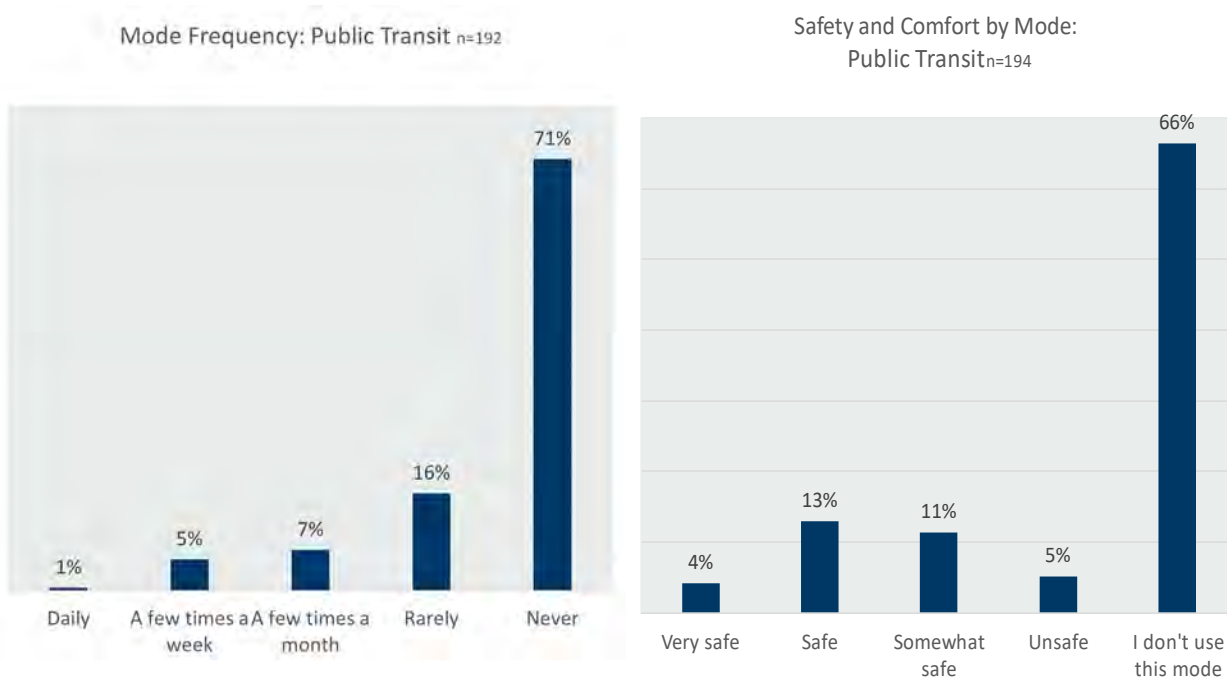


Public Transit (Q2 & Q3)

Among the survey respondents:

- 6% used public transit “daily” or “a few times a week.”
- 87% said they “never” or “rarely” use public transit as a mode of transportation.
- 5. 17% felt “very safe” or “safe” while 16% felt “somewhat safe” or “unsafe.”
- 66% of respondents “never” used public transit.

Figure 6. Frequency and Safety and Comfort of Public Transit

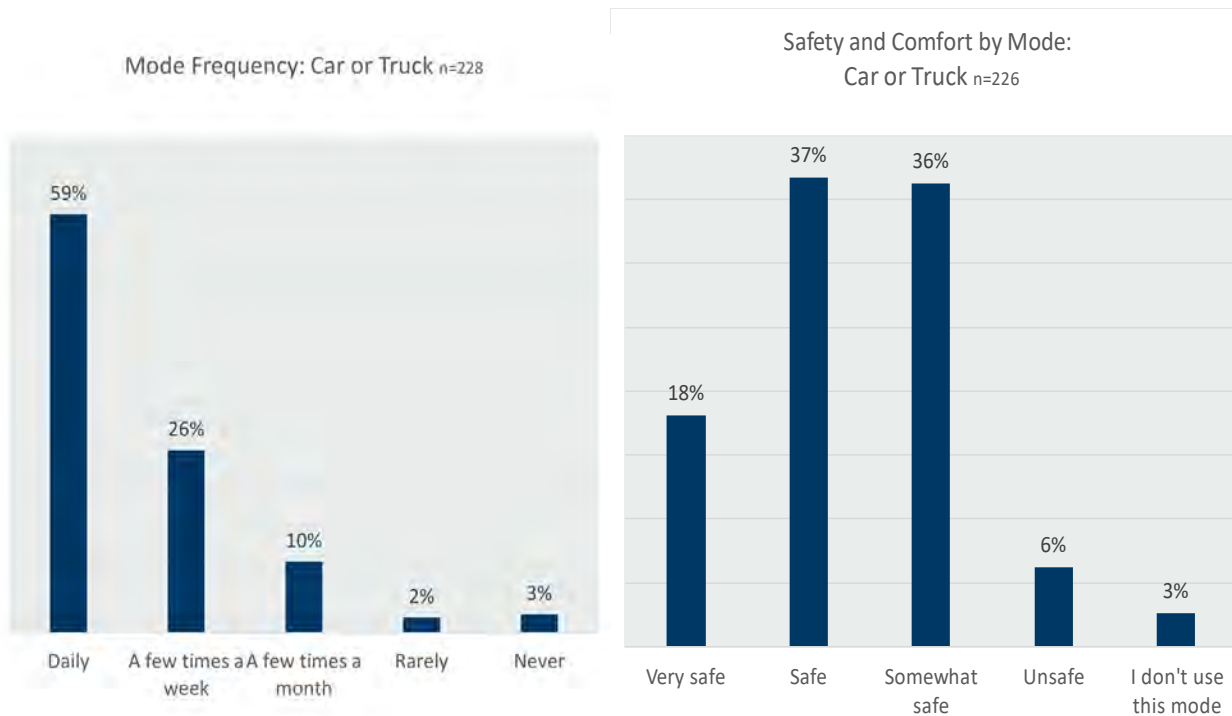


Car/Truck (Q2 & Q3)

Cars and trucks are the most frequently used mode of transportation. Among the survey respondents:

- 85% of survey respondents using “daily” or “few times a week.”
- 55% of respondents perceived using a car or truck as “very safe” or “safe.”
- 36% of respondents felt “somewhat safe” driving.
- About 5% of the respondents “rarely” or “never” used a car or truck.

Figure 7. Frequency and Safety and Comfort of Driving

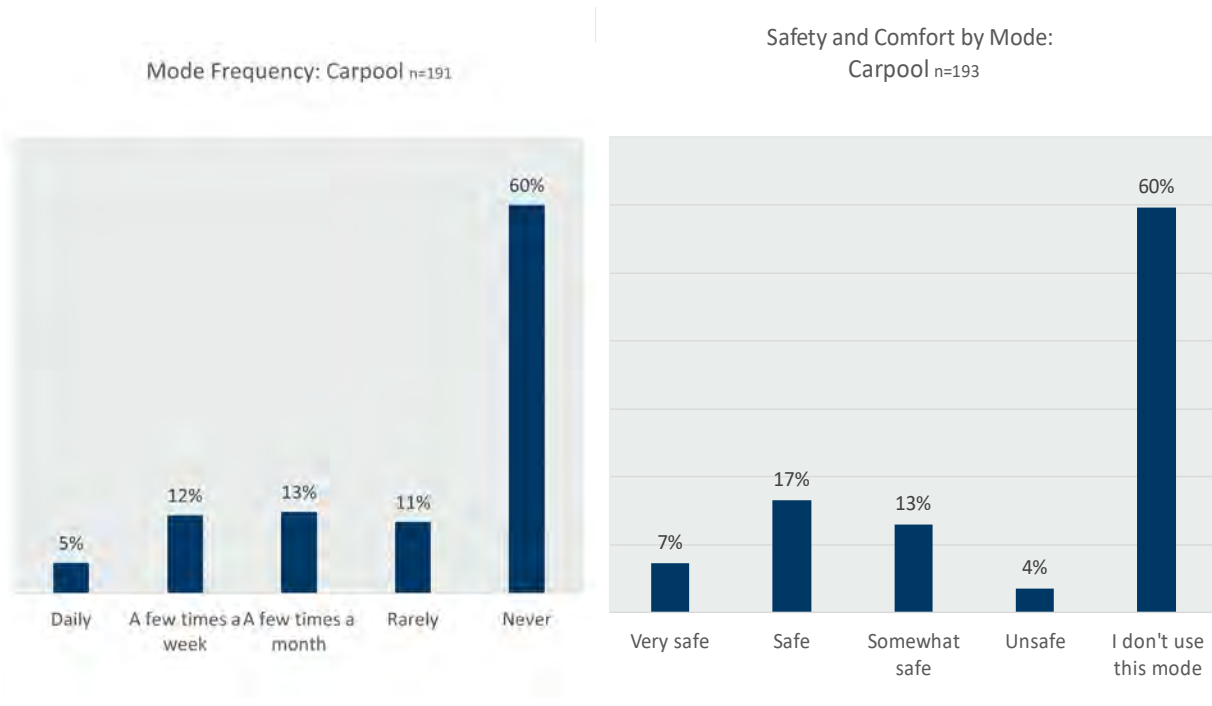


Carpool (Q2 & Q3)

This carpool question did not distinguish between those carpooling within the same family and carpooling with non-family members nor which type of vehicle. Among the survey respondents:

- 17% of the respondents carpooled “daily” or a “few times a week.”
- 60% “never” used carpool as a mode of transportation.
- 24% of respondents perceived carpooling as “very safe” or “safe,” while 4% felt “unsafe.”

Figure 8. Frequency and Safety and Comfort of Carpooling

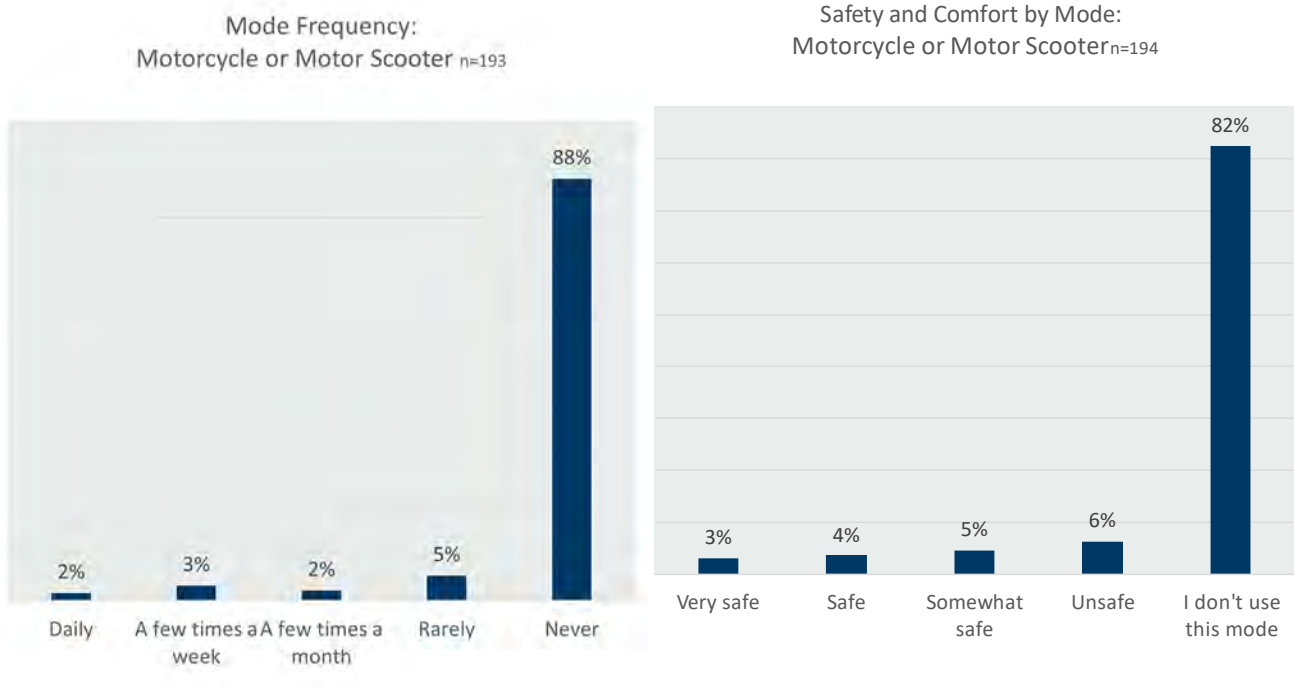


Motorcycle/Motor Scooter (Q2 & Q3)

Among the survey respondents:

- 5% used motorcycles/motor scooters “daily” or “few times a week.”
- 88% “never” used motorcycles/motor scooters as a mode of transportation.
- 7% felt “very safe” or “safe.”
- 11% felt “somewhat safe” or “unsafe.”

Figure 9. Frequency and Safety and Comfort of Motorcycle

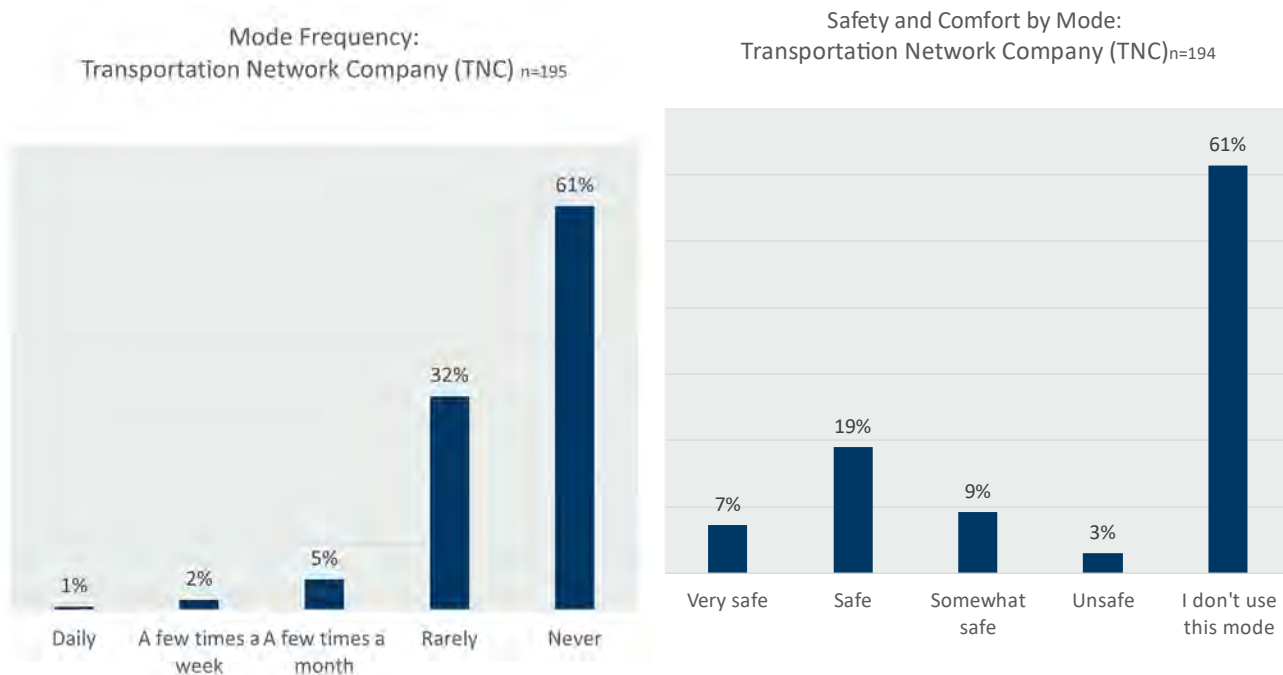


Transportation Network Company (TNC) (Q2 & Q3)

Transportation network companies or ride hailing companies are on-demand transportation services including Lyft and Uber. Among the survey respondents:

- 3% of survey respondents used TNC “daily” or “few times a week.”
- 6. 93% never or rarely used this mode.
- 26% felt “very safe” or “safe” using this mode.
- 7. 12% felt “somewhat safe” or “unsafe.”

Figure 10. Frequency and Safety and Comfort of Ride Share



Key themes and concerns from “other” responses (Q2 and Q3):

See Appendix for complete list of comments.

- Speeding over the limits, and not stopping at intersections for pedestrians were frequently noted as a safety concern in the corridor.
 - One respondent commented, “We don’t let our kids walk along here, even though they are older and responsible. Cars don’t always slow down or stop at the pedestrian crossings. Cars generally use this corridor like a highway.”
- One respondent said that “having a bike lane DIRECTLY next to cars moving 35-40 mph is extremely dangerous,” noting a need for better separation between bike lanes and cars.
- One respondent noted that there are safety issues due to cars emerging from the curbside parking lanes where sightlines are obstructed from cars parked along the corridor.

Transportation Concerns and Priorities

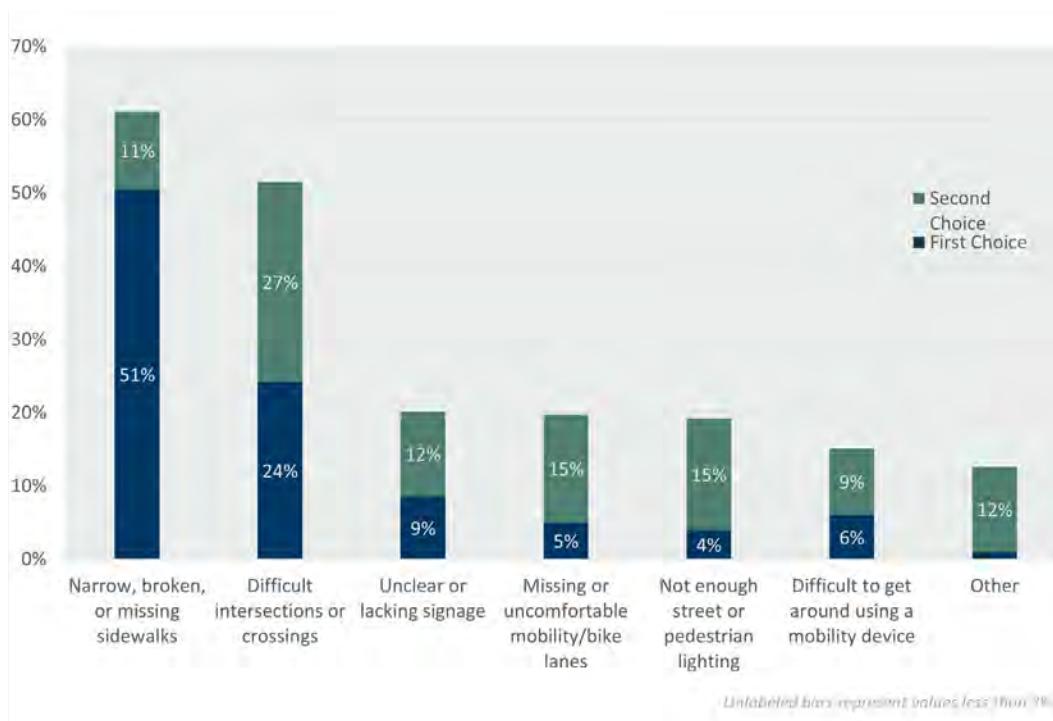
People were asked about transportation concerns along the corridor and where they would like to see improvements prioritized. Respondents were asked to identify their concerns and priorities, as well as provide any additional comments.

Visible Transportation Concerns

Q4: In general, what are your top transportation concerns YOU SEE along the St. Johns – St. James corridor? Please choose up to two.

- “Narrow, broken and missing sidewalks” was the first transportation concern for 51% of the respondents and the second choice for 11% of the respondents.
 - 24% of respondents choose “difficult intersections and crossings” as their first choice, and 27% chose it as their second choice.
8. 15% identified “difficult to get around using a mobility device” as a transportation concern seen in the corridor. It should be noted that 15% of the respondents said they had a disability (Figure 21).

Figure 11. Visible Transportation Concerns along the St. Johns - St. James Corridor (n=198)



Key themes and concerns from “other” responses (Q4):

See Appendix for complete list of comments.

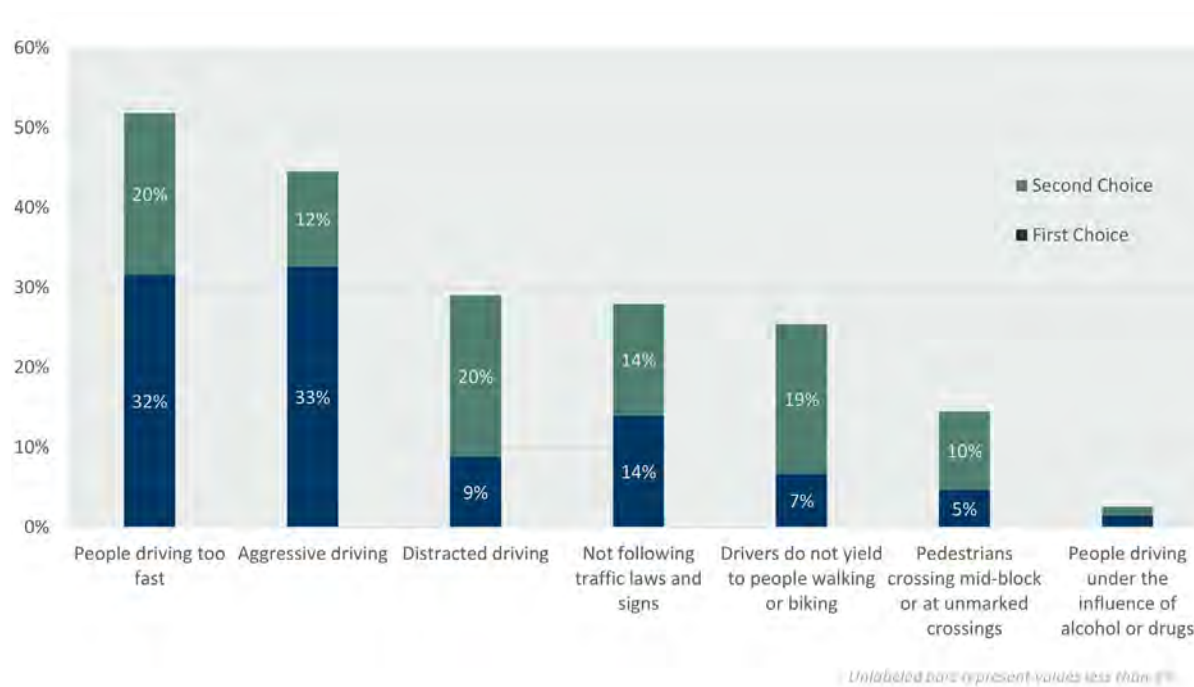
- Respondents frequently noted speed-related issues as a safety concern. Issues included drivers going above the speed limit, not stopping at red lights, and higher speed limit on the roads.
 - “Drivers constantly speeding, blowing red lights.”
 - “Excessive speed on St. James, especially at intersection with 44th St, where there is no traffic management, and there are sightline restrictions for left turning traffic to enter onto St. James.”
- Respondents noted concerns about pedestrian infrastructure and street lighting. This includes missing, and poorly maintained sidewalks, unsafe intersections/pedestrian crossings, and lack of lighting, particularly near bus stops.
 - “Sidewalks have private property growth of trees/grass/bushes.”
 - “Pedestrian crosswalks where motorists will stop.”
- Concerns related to biking infrastructure including unprotected and uncomfortable bike lanes, and poor maintenance of existing bike lanes were brought up.
 - “Unprotected bike lanes/parking in bike lanes, bike lanes in poor condition (dirt and debris), fast cars.”
 - “Debris in bike lane (screws, nails, metal objects) that can puncture tires or be kicked up into cyclists face.”
- Other safety concerns noted include sight line obstruction from parked vehicles, signage not visible when it is raining, and deep ruts on roads.
- Three respondents noted drivers traveling in the wrong direction on one-way designated, highlighting a need for better signage and enforcement.
 - “The one way designations are not highlighted enough with arrows on the ground or other signage to stop drivers from going the wrong way, especially travelling south on St. Johns in the section where it is one way going north. Some cars do this by mistake but most I have seen do this because they are coming out of a driveway and want to take a cross street just south of them and choose to drive the wrong way into oncoming traffic as the distance is short but still causes danger and congestion potential.”

Experienced Transportation Concerns

Q5: In general, what are your top transportation concerns YOU OR YOUR COMMUNITY EXPERIENCE along the St. Johns – St. James corridor? *Please choose up to two by dragging and dropping your selections into the #1 and #2 slots.*

- “People driving too fast” was the first choice for 32% of respondents and the second choice for 20% of respondents.
- “Aggressive driving” was the first choice for 33% of the respondents and second choice for 12% of respondents.
- For 14% of respondents, “not following traffic laws or signs” was their top transportation concern.
- Less than 3% of respondents identified “people driving under the influence of alcohol or drugs” as their first or second transportation concern experienced in the corridor.

Figure 12. Experienced Transportation Concerns along the St. Johns - St. James Corridor (n=193)



Key themes and concerns from “other” responses (Q5):

See Appendix for complete list of comments.

- Speeding was noted as a transportation concern experienced in the corridor, highlighting a need for infrastructure that reduces speeding and for better enforcement of speed limits.
 - “Bad infrastructure that encourages speeding and close passing cyclists.”
 - “More police presence monitoring speed limit.”
- Transportation concerns related to pedestrians noted by respondents include poor maintenance of sidewalks, lack of crosswalk lighting, midblock crossings, and accessible crossings.
 - “Inaccessible Crossings (those without audible crossing signals).”
 - “Ped crossing midblock and fast driving.”
 - “Not enough lit up crosswalks.”
- Street parking on curving turns and large parked camping trucks that block sightlines were noted as safety concerns.
 - “Street parking on curving turns.”
 - “Parked vehicles creating visibility and safety concerns.”
- Some locations noted as concerning include:
 - St. James and 44th (excessive speed and sightline restrictions on turning traffic).
 - St. Johns, near Hosanna Christian School (crossing improvements).
 - 25th street between Grand and Ft. Vancouver Way (pedestrians on streets due to lack of sidewalk).
- One respondent noted the need for a safe designated place for buses to drop off/pick up students at apartments and daycare.

- Location-specific responses include:
 - St. James and 44th (excessive speeding).
 - 25th Street between Grand and Ft. Vancouver Way (lack of sidewalks and pedestrians on the street).
 - St. Johns heading north from SR 500 to 44th (speeding).
 - St. Johns/James and Minnie intersection crossings (cannot get to crossing due to vegetation overgrowth).

Transportation Priorities

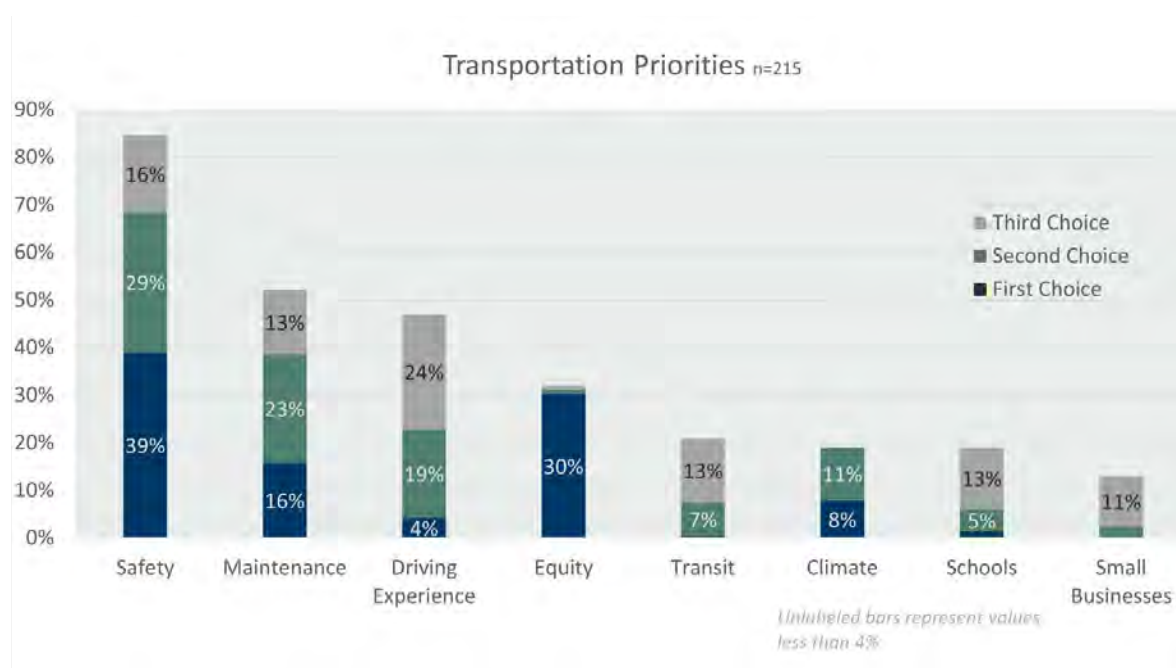
Q6: What would YOU prioritize along the St. Johns – St. James corridor to improve safety and comfort for people traveling along or across the roads? *(Choose your top three priorities)*

- **Equity** - Prioritize people not traveling in personal vehicles, multifamily homes, and accommodations for people with disabilities
- **Climate** - Promote sustainable transportation modes that reduce air pollution and carbon emissions
- **Safety** - Develop a safer transportation system that reduces fatalities and injuries for people using all transportation mode
- **Maintenance** – Take care of existing streets and build streets that require less maintenance over time.
- **Transit** - Better connections to transit stops and improved crosswalks and amenities near and at transit stops.
- **Driving Experience** - Invest in consistent and predictable experience for people driving through the corridor
- **Schools** - Safe and comfortable pedestrian and bike connections to schools
- **Small Businesses** - Improve access and secure bike parking surrounding small businesses
- Other (please describe): _____

Survey respondents were given a range of transportation options to improve safety and comfort for people traveling along the corridor.

- **Safety came up at the top**, with 84% choosing it as their first/second/third choice.
- **Equity** (Prioritize people not traveling in personal vehicles, multifamily homes, and accommodations for people with disabilities) was the next top choice for 30% of the survey respondents
- **Maintenance** (take care of existing streets and build streets that require less maintenance over time) and **driving experience** (invest in consistent and predictable experience for people driving through the corridor) were other important transportation priorities for about 50% of survey respondents.

Figure 13. Top Transportation Priorities along the St. Johns - St. James Corridor



Key themes and concerns from “other” responses (Q6):

See Appendix for complete list of comments.

- Pedestrian and lighting related issues were frequently brought up survey respondents. These include lack of continuous, connected, and accessible sidewalks, and unsafe pedestrian crossings, particularly near schools and bus stops.
 - “I would like to see consistent sidewalks on both sides of St James and St Johns.”
 - “Could we start by putting in the missing sidewalks? :)”
 - “Signaled crosswalks/traffic lights along St. Johns and St. James from Minnehaha/63rd to 52nd St so that pedestrians, especially children in school are better protected from drivers.”
- Lack of continuous and protected bike lanes, vehicles parked on bike lanes, and unclear signages.
 - “Remove motorhomes parked in bike lanes”
 - “The entirety of the corridor is due for improvements. The top priority should be building safe cycleways and walkways that are physically separated from cars travelling high speeds. At bare minimum, a curb between the bike lane and car lane to improve safety”.
- A need for clearer signages about one-way streets was emphasized by several respondents.
- Respondents noted several locations in the corridor that needed safety improvements. Some locations identified include:
 - SR-500 (easier and safer crossings)
 - Intersection with SR-500 (address congestion and aggressive lane changing)
 - Fort Vancouver Way and St Johns (prevent speeding and improved pedestrian crossings)
 - St. James and 42nd (need for safer pedestrian crossing)
 - St. Johns/58th St (speeding concerns)
 - 39th St. and St. Johns (need for safer turning)

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Interactive Map Results

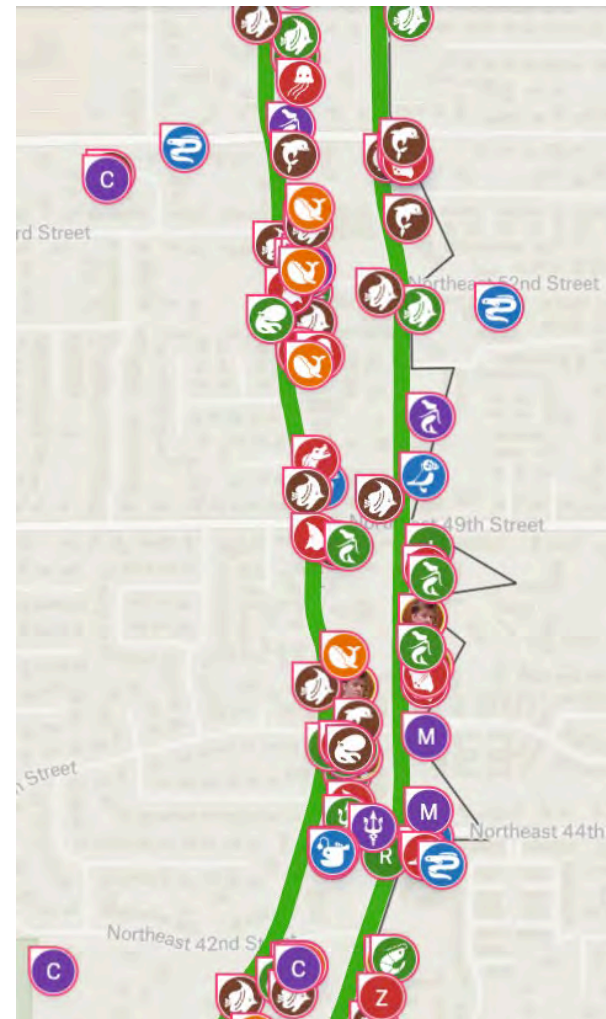
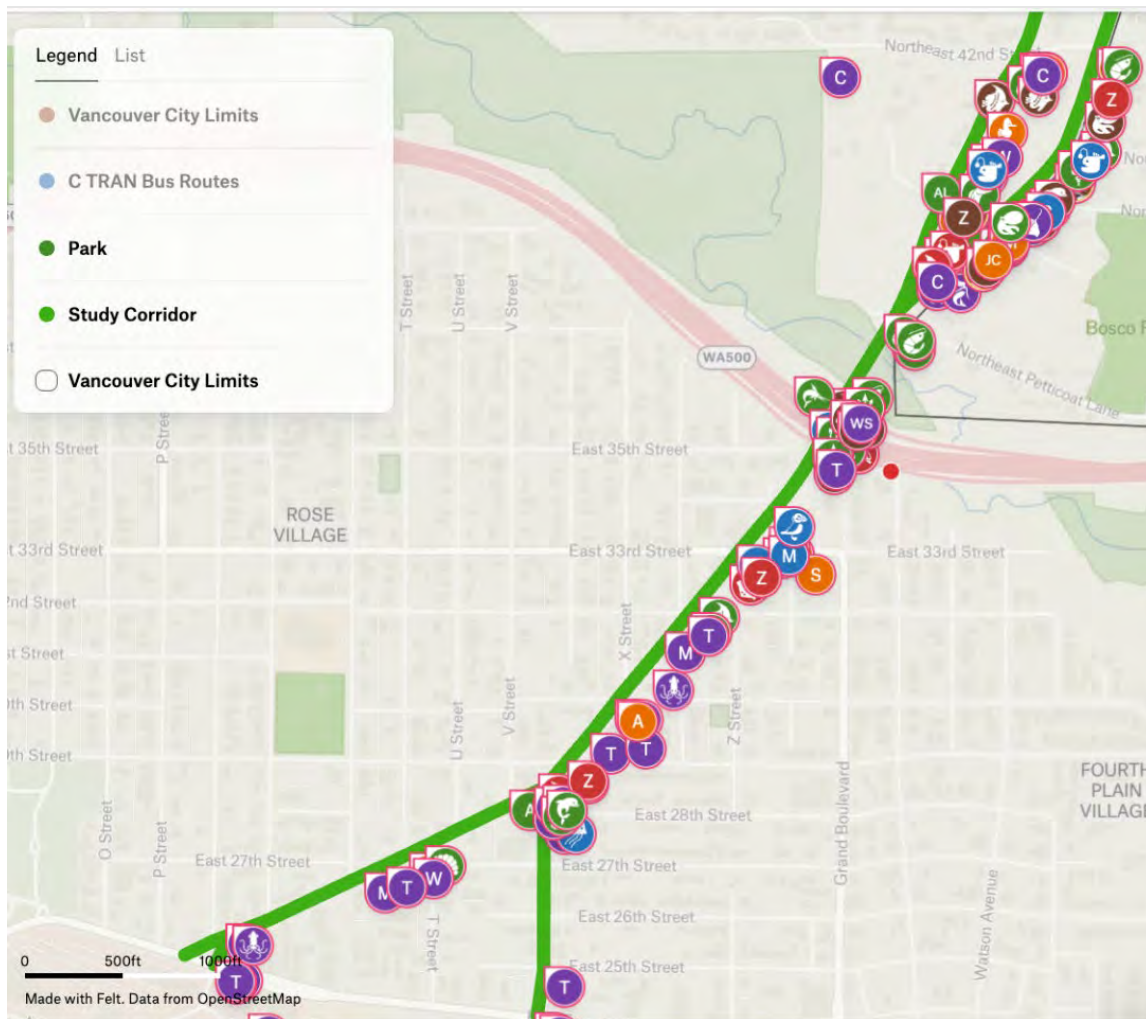
The survey included an interactive Felt map where respondents could add location-specific comments about transportation related concerns and needs in the corridor.

Instruction for the interactive map: Please open the interactive map to add a comment about where you have transportation concerns and what destinations you would like to be able to reach more easily along the St Johns St James corridor?

Additional instructions were given to those who needed help in using the interactive map. The images below provide a snapshot of the roughly 260 comments that were received on [the interactive online map](#). The entire list of comments received through the interactive map are listed in the Appendix – Comments from Interactive Map. The comments in the Appendix are organized in order from the southern end of the corridor to the northern end. For additional reference on the location of comments, they are generally separated by corridor segments.

Themes that emerged from the interactive map include:

- *Walking:* Protected crosswalks and access to bus stops are needed. Sidewalks are overgrown with plants and not well-maintained creating difficulty in accessing businesses.
- *Signage:* Clear signage, particularly for one-way streets are requested to address speeding and wrong way driving.
- *Safety:* Non-existent or unsafe pedestrian, bike and small mobility infrastructure just north of SR-500.
- *Driver behavior:* Drivers don't yield to buses ignore and don't stop at signals.
- *Street parking:* visibility concerns and sightlines for drivers and hazards bike lane for bikers
- *Shared use paths:* Sidewalk access to Ellen Davis trail is not good and inaccessible due to parking.
- *Vegetation:*
 - More trees or green pocket parks along the corridor would be preferred.
 - Removing overgrown vegetation and improved maintenance of the sidewalks are needed
- *Top locations of concern include:*
 - St. Johns Blvd/Fort Vancouver Way intersection: speeding and reckless driving
 - SR-500 overpass- difficult to navigate as a pedestrian
 - Couplet at 44th St and 45th St - crosswalks needed
 - St Johns Rd/53rd St - better crossings and pedestrian access to stores



Above left: Interactive map comment points from Fourth Plain Boulevard to NE 42nd St
Above right: Interactive map comment points from NE 42nd St to NE 54th St



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Who Took the Survey?

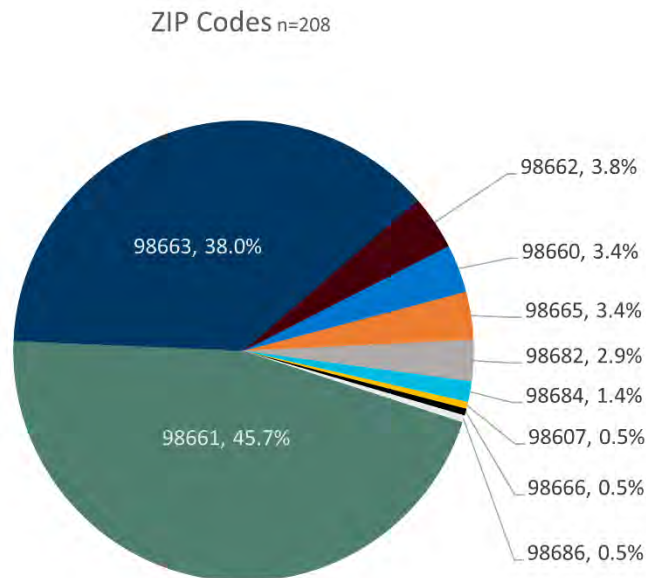
At the end of the survey, respondents could choose to share information about their background, including age, gender, education, income, and their race or ethnicity, among others. This information will help evaluate and ensure equitable community engagement in the project planning process.

Zip Code

Q7: What is your zip code? (Figure 14)

83% of the respondents were from two zip codes: 98661 and 98663 which are located along the eastern and western sides of the corridor respectively. A smaller proportion of respondents were from other parts of the city.

Figure 14. Survey Respondent Zip codes

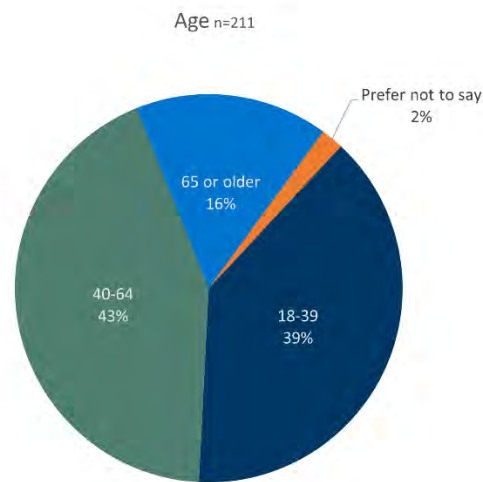


Age

Q8: Which category below includes your age? (Figure 15)

- Respondents of the survey came from a wide range of age categories. The highest number of survey respondents, with 43%, were people between 40-64 years of age.
- People aged 18-39 years of age represented the second highest proportion (39%) of survey respondents.
- None of the respondents identified as under 18 years of age, although the survey was open to people of all ages.
- Youth (those aged under 18) and seniors (those aged more than 65) constitute about 34% of the population in the census tracts in and around the corridor but are underrepresented in the survey.

Figure 15. Survey Respondent Age



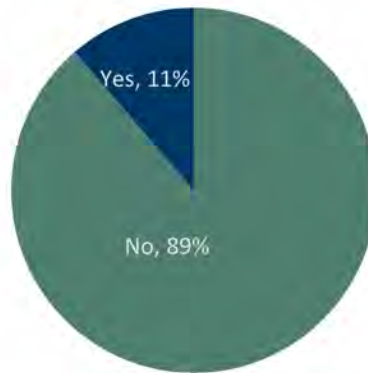
Hispanic or Latino

Q9: Are you of Hispanic or Latino descent? (Figure 16)

- About 11% identified themselves as Hispanic or Latino compared to 17% of the population who identify as Hispanic in the census tracts in and around the corridor.
- 89% did not identify as Hispanic or Latino descent.

Figure 16. Survey Respondent Latino/ Hispanic Descent

Hispanic or Latino n=209

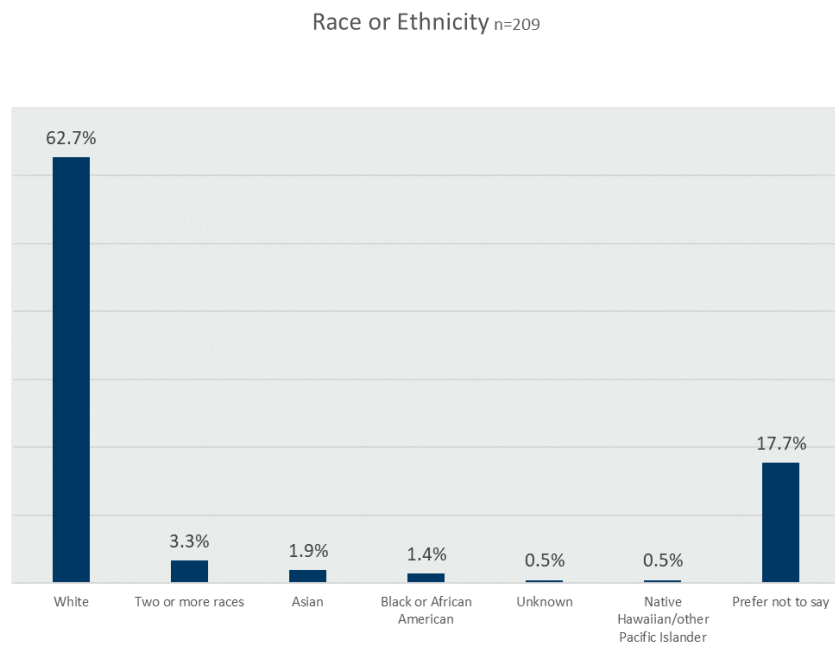


Race

Q10: Which racial designations below best describe you? (Choose all that apply.)

- Most survey respondents (62%) identified as white and 18% preferred not to specify.
- A handful of respondents indicated they were two or more races, Asian, Black, or African American or Native Hawaiian/other Pacific Islander.
- In the census tracts in and around the corridor, 31% identified as people of color.

Figure 17. Survey Respondent Race

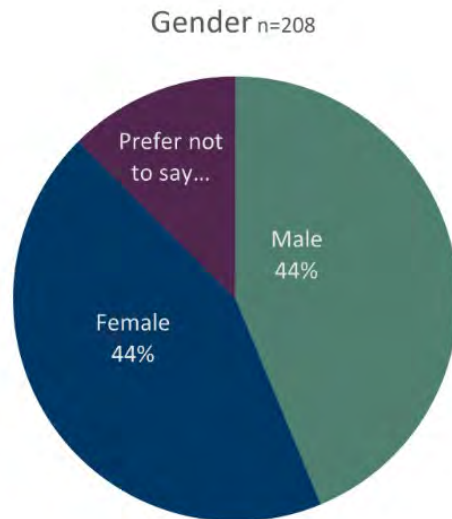


Gender

Q11: Which gender do you identify as? (Figure 18)

- With 44% each, male and female respondents are equally represented in the survey.
- The rest preferred not to respond to the question.

Figure 18. Survey Respondent Gender

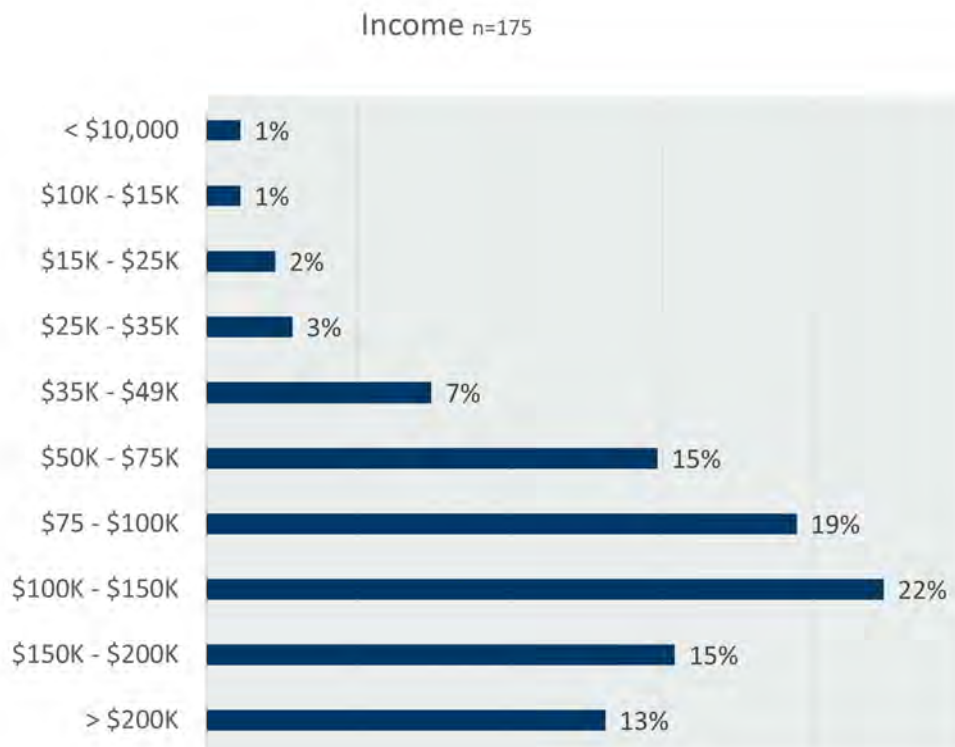


Annual Household Income

Q12: What is your annual household income? (Figure 19)

- 22% of the survey participants had an annual household income range between \$100,000 - \$150,000.
- 28% had an annual household income of over \$150,000.
- Roughly 14% of the respondents earned an annual household income of less than \$50,000.
- The average Median Household Income levels in the census tracts in and around the corridor is \$56,704. Considering that 69% of survey respondents had incomes over \$75,000, more higher income household individuals took the survey.

Figure 19. Survey Respondent Income

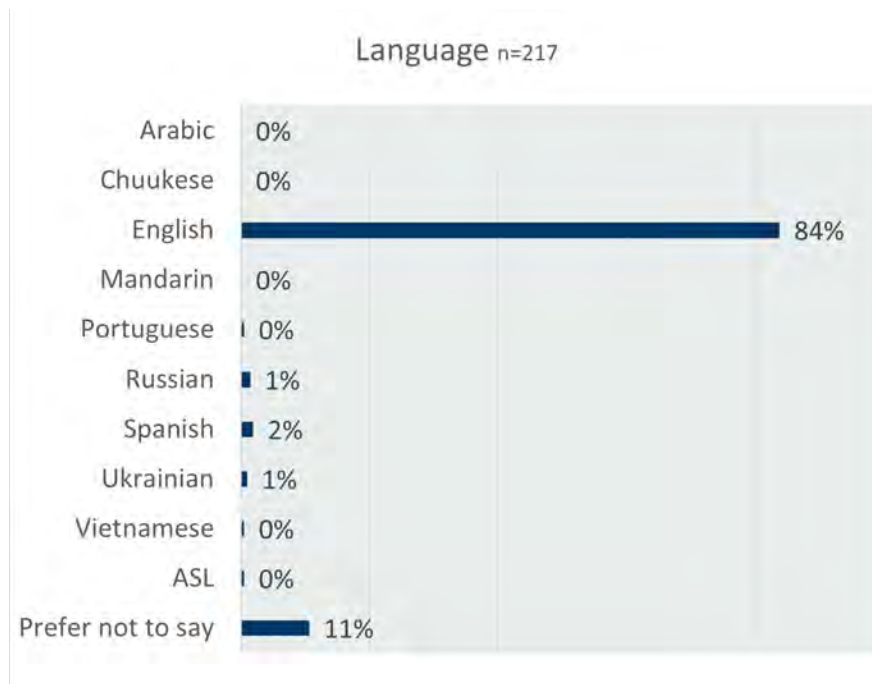


Languages Spoken at Home

Q13: Which language do you speak most at home? (Figure 20)

- 84% of the survey respondents speak English most at home.
- The census tracts in and around the study area had an average of 5% of populations who speak English less than “very well” and have Spanish as preferred language. But 2% of respondents spoke Spanish most at home.
- Vietnamese, Portuguese, and American Sign Language were each spoken by 1 survey respondent (less than 0.5%) at home.

Figure 20. Survey Respondent Language

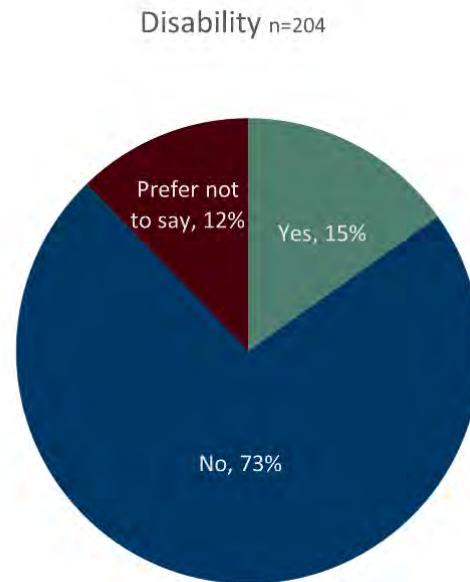


Disability

Q14: Do you experience a disability? (Figure 21)

- 73% do not experience a disability.
- 15% of the survey respondents said they experience a disability.
- 12% did not prefer to say.

Figure 21. Survey Respondent Disability Status



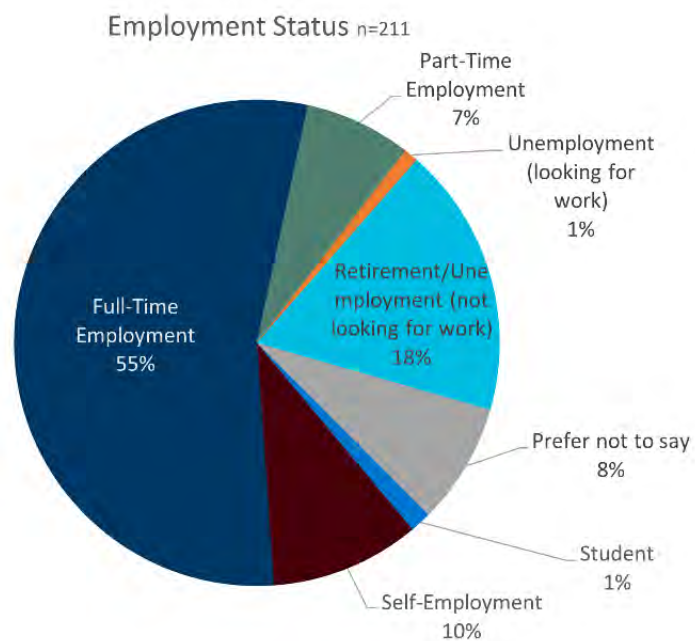
Employment Status

Q15: What is your employment status? (Figure 22)

Among the survey respondents:

- 55% were employed full-time
- 7% were employed part-time.
- 10% were self-employed.
- 18% were retired/unemployed (not looking for work) , similar to the demographics of the census tracts in and around the corridor which has 4% unemployed and 12% retiree populations.

Figure 22. Survey Respondent Employment Status



Highest Level of Education

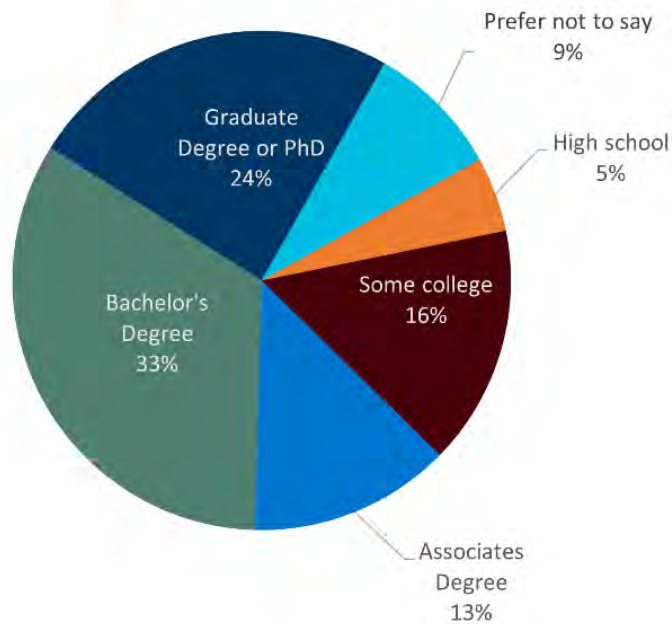
Q16: What is your highest level of education? (Figure 23)

Respondents for the corridor survey came from a range of educational backgrounds.

- About half of them (57%) had a bachelor’s degree, graduate degree, or PhD.
- 5% of the respondents noted “high school” as their highest level of education.
- 38% of the population in the census tracts in and around the corridor have less than high school education. This highlights that a higher percent of survey respondents had education levels higher than the community average.

Figure 23. Survey Respondent Level of Education

Educational Attainment n=209



Open House

The first open house for the St. Johns - St. James Safety and Mobility Project was conducted on April 17, 2024, between 5.30 p.m. and 7.00 p.m. in Discovery Middle School in Vancouver. The open house included two projects: St. Johns - St. James Safety and Mobility Project and Vancouver Upper Main Safety and Mobility Project.

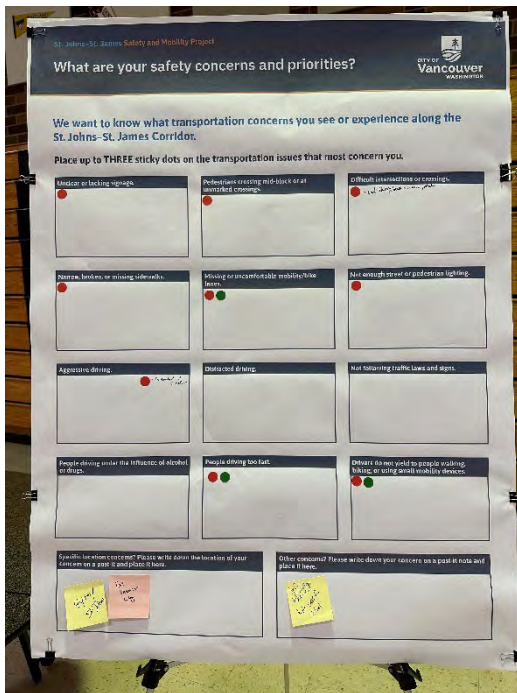
Project boards (some shown below) were developed and used to present the project and one staff member was stationed at each board to answer questions. Attendees talked with staff and engaged in interactive board activities. Spanish-speaking interpreters were present to engage with Spanish-speaking attendees through each station, however they were not used at the event.

The goal of the open house was to spark conversations with community members about their transportation experience and use the input from these conversations in developing draft design concepts for the corridor. Some of the questions used in the project boards and in one-on-one conversations include:

- Where do you need to go? How do you get there?
- How do you feel along the way? Do you have safety concerns?
- Are there specific locations we should investigate further? And why?

About 20 community members attended the open house and engaged with the project team. This limited participation may have been due to multiple factors. For instance, there were other City meetings, like the City of Vancouver's Our Vancouver Comprehensive Plan community meeting scheduled at the same time. Likewise, the day was one of the first nice days of the spring season, so people may have been out enjoying the weather and not attending in person community meetings, particularly indoors. The low participation also highlights the need to partner with community organizations for broad participation. Finally, the survey received a strong response, so people may have taken the survey already and not felt the need to attend an in-person meeting at this stage of the process.

Transportation issues that most concern you:

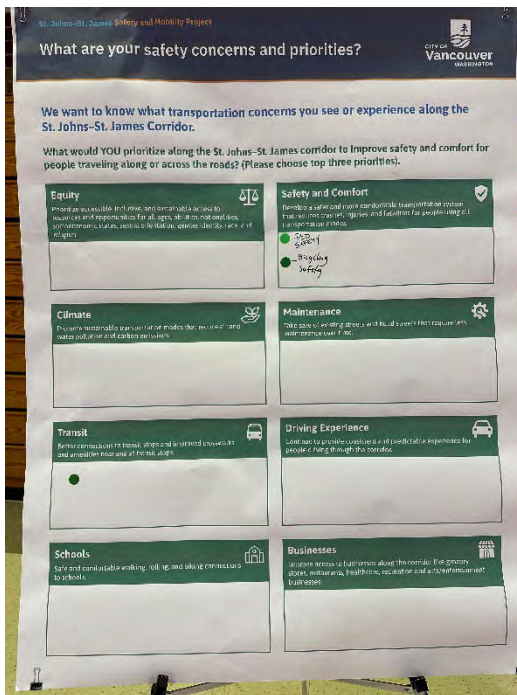


Participants were given the option to identify their transportation concerns in the project corridor by placing sticky dots or adding notes. Transportation concerns identified by participants of the open house include missing or uncomfortable mobility/bike lanes, people driving too fast and that drivers do not yield to people walking, biking, or using small mobility devices. Apart from the options presented on the board participants could include their own concerns and priorities with one participant noting that safe crossings where kids cross for school as a concern.

Location based concerns: 44th St/St. Johns Rd and Fort Vancouver Way/St Johns Blvd were two locations that were of concern for the participants.

(On the left: Image of the board used in the survey)

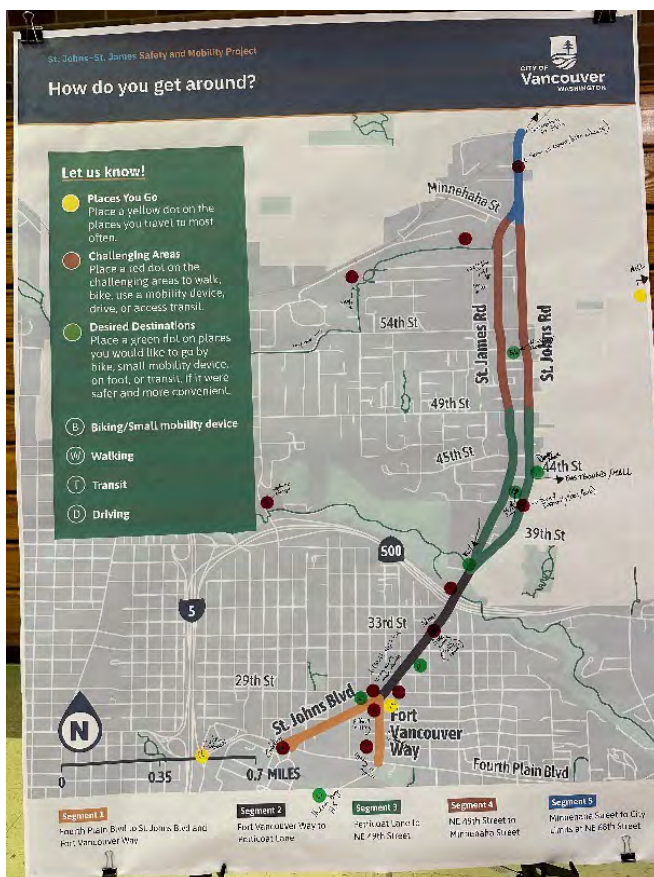
Transportation concerns you see/experience along the corridor:



In term of transportation priorities, participants identified safety and comfort, particularly pedestrian and bicycling safety as important. Safety and comfort mean developing a safer and more comfortable transportation system that reduces crashes, injuries, and fatalities for people using all transportation modes.

(On the left: Image of the board used in the survey)

How do you get around? (Indicate places you go, challenging areas and desired destinations)



Many participants who interacted with this board identified their transportation mode as walking, biking, or transit. One of the frequently identified locations that was challenging but also a desired destination was in and around the intersection of St. Johns Blvd/Fort Vancouver Way. The challenges include difficult crossing, narrow bike lanes and lighting at night. Concerns about biking infrastructure were raised in several other locations distributed across the corridor.

(On the left: Image of the board used in the survey)

Attempted Interviews

Starting in May 2024, attempts were made to contact organizations like the Vancouver Bicycle club, Leadership Clark County, and faith-based organizations in the corridor for short interviews to understand their transportation related concerns and experiences. But the organizations either did not respond back or let us know they did not think they could particularly contribute to the transportation discussions in the corridor. Organizations contacted include:

- Faith-based organizations: Vancouver Church, First Evangelical Church, Majesty Baptist Church, Minnehaha Church of Christ, and The Way to Salvation
- Community Organizations: Leadership Clark County, Bike Clark County, Communities in Motion and Vancouver Bicycle Club and
- Institutions: Washington School for the Deaf, Washington State School for the Blind and Vancouver Public Schools family liaisons

Communication Materials

A broad range of communication materials and strategies were developed and employed to share information about the project and direct community members to the project webpage, surveys, and open house. The project website was a one-stop location to know about the project, upcoming engagement activities and take part in the survey.

during the first week the survey was open. Facebook and Instagram were also used to communicate about the project with the broader community to attempt to reach an even wider audience. Materials were translated as determined by the demographic analysis in the Community Engagement Plan. See details about the communication materials in Table 1 below. Some samples of the communication materials used are included below.

Table 1. Communication Materials

Type of communication Materials	Numbers	Timing	Spanish Translation	Target Audience
Fliers	100	March - April	Yes	General public in the City of Vancouver
Postcards	7760	April	Yes	Residents and businesses in the corridor
Yard signs	50	April	Yes	Residents and businesses in the corridor
Social media (Instagram, Facebook)	1 for each (Project Kickoff, survey promotion and event promotion)	April- May	Yes	General public in the City of Vancouver

Open house information (in English & Spanish):

Join us!

Learn about two Westside Safety and Mobility Projects

Discovery Middle School
800 E 40th St,
Vancouver, WA 98663

April 17th
5:30–7:00 p.m.

St. Johns–St. James and Upper Main St. Safety and Mobility Projects



¡Acompáñanos!

Conoce los dos proyectos de seguridad y movilidad en el lado oeste

Discovery Middle School
800 E 40th St,
Vancouver, WA 98663

17 de abril
5:30–7:00 p.m.

Proyectos de seguridad y movilidad de St. Johns–St. James y Upper Main St.



Yard sign (in English & Spanish):

This is for you! ¡Esto es para ti!



How can we improve the St. Johns–St. James corridor?
¿Cómo podemos mejorar el corredor de St. Johns–St. James?

Take our Survey!
¡Responde la encuesta!

BeHeardVancouver.org/SJ-SJ



Take our Survey! ¡Responde la encuesta!



How can we improve the St. Johns–St. James corridor?
¿Cómo podemos mejorar el corredor de St. Johns–St. James?

BeHeardVancouver.org/SJ-SJ



Appendix

Survey - Open Ended Responses

Several questions in the survey gave the respondents an option to add in open ended responses. The responses are included verbatim (not edited for grammar) and organized by key themes when needed for better readability.

Any political speech prohibited by RCW 42.17A.555 is not authorized by the City and should be disregarded.

Question 2:

How frequently do you use the following transportation options along the St Johns – St James corridor? [Please select all that apply]

- Mostly walking.
- School Buses daily travel St Johns and St James
- I would ride the bus exclusively if I were able to get places via public transit. Public transit in Vancouver is not designed to accommodate people without cars.
- Work vehicle
- Friends
- I live within four houses of St. Johns and have done so for the last thirty years.

Question 3:

How safe and comfortable do you feel using the following transportation options along the St Johns – St James corridor? [Please select all that apply]

Speeding:

- We don't let our kids walk along here, even though they are older and responsible. Cars don't always slow down or stop at the pedestrian crossings. Cars generally use this corridor like a highway.
- I would safer if the speed limit were lower and speeders ticketed. Going south on St. James is a race track at certain times. It is all downhill from about 60th and cars during certain period of the day drive entirely too fast. I've lived here for 19 years, so believe me I know. I walk every day and I'd like to carry a sign that says slow down (the current speed is 35), but cars are driving considerably over the speed.
- People are speeding like crazy, I live on cherry road, put speed bumps down st James or a speeding camera to start issuing tickets
- The speed of cars and motorcycles that head north from the SR550 intersection is often in excess of 60 or 70 mph and often greater if those vehicles can make it through the light at 44th and St Johns. The same speeds apply to heading south on St James. It is worse at night.

Wrong way driving:

- I don't feel very safe walking my dog on st Johns where they are divided, but I like the route
- I've witnessed too many wrong way drivers on both roads to feel completely safe.

Biking:

- Having a bike lane DIRECTLY next to cars moving 35-40 mph is extremely dangerous for everyone on a bicycle. The loud noise from passing cars also makes the experience extremely unpleasant to cycle/walk.

Other:

- Other drivers frequently rushing signals, cars emerging from parking alongside the curbside and the obstruction of view from too many cars parked there
- VPS School Bus Routes

Question 4:

In general, what are your top transportation concerns YOU SEE along the St. Johns – St. James corridor? Please choose up to two.

Speeding:

- lowering speeds, roadway designed like a racetrack with steep cross slopes through curves. Slopes are not needed at 35mph and should be reduced to normal crown, this will encourage slower speeds through the corridor.
- Speeding traffic
- speeding cars
- The speed of the road would require physical barriers between pedestrian, bike and automobile traffic!
- When freeways are backed up congestion builds and drivers speed and drive unsafely
- Excessive speed on St. James, especially at intersection with 44th st, where there is no traffic management, and there are sightline restrictions for left turning traffic to enter onto St. James. Multiple daily horn blasts, and screeching tires. How about a roundabout here, or at least speed tables on the entire stretch between 63rd and SR-500?
- Speed limit too high
- Excessive speed of vehicles
- Traffic seems very busy and fast.
- Traffic goes too fast
- More police presence to stop street racing.
- People drive way too fast
- Missing speed humps near 58th and St. John's
- Needs to have engineering to limit speeding and blind spots like top of hill after 53d on S. Bound St James
- Drivers speeding and running red lights.
- Speed and not stopping at the blinking red light
- At St James and Cherry we need a speed bump
- Speeding cars
- Speeds on these streets is excessive. Desperately need speed bumps to slow the traffic down or photo radar
- Excessive speed
- Drivers constantly speeding, blowing red lights
- There is no separation from the busy street to the homes, seems dangerous. Also, fast going cars are so close to the cars that are parked.

Pedestrians and lighting:

- More stoplights for pedestrian crossings.
- I live on Petticoat Lane, we desperately need a light to get out of our street! I feel like I risk my life every day!
- This part would not let me change anything so it's results are invalid. My top is street lighting.
- This selector is broken on mobile. Crossings are the #1 problem, sidewalks are #2
- Need sidewalks for pedestrians
- Sidewalks have private property growth of trees/grass/bushes
- This isn't working on a phone. #1 sidewalks #2 intersections
- Lighting can also be improved, that would be my third option
- Crossings are not well marked and there should be more, especially where bus stops are located. Drivers from Washington do not seem to no to stop for pedestrians. If someone stops for me while crossing, I always check to see where they are from and they are invariably from Oregon and are better trained to stop for pedestrians.
- Pedestrian crosswalks where motorists will stop.
- If I could mark a 3rd it would be the pedestrian began lights on both streets, where there are bus stops.
- The crossing signal on the Burnt Bridge Trail near SR500 is ineffective. I cross there almost daily and people run through the red light approximately 1 out of 3 times I'm there.

Biking:

- The bike lanes are my top priority, but clicking and dragging isn't working on my phone
- The app won't let me move the item missing or uncomfortable bike lanes to position. #2
- Need right turn lanes northbound at 39th and 49th st, people cut over into bike lanes, putting cyclists at risk
- Unprotected bike lanes, bike lanes in poor condition, fast cars
- Unprotected bike lanes/parking in bike lanes, bike lanes in poor condition (dirt and debris), fast cars
- Unable to click uncomfortable bike lane on mobile, but this would be included in my selection
- Debris in bike lane(screws, nails, metal objects) that can puncture tires or be kicked up into cyclists face. Campers with aggressive dogs while walking by.

Wrong way driving:

- People mistakenly driving the opposite direction and speeding
- The one way designations are not highlighted enough with arrows on the ground or other signage to stop drivers from going the wrong way, especially travelling south on St. Johns in the section where it is one way going north. Some cars do this by mistake but most I have seen do this because they are coming out of a driveway and want to take a cross street just south of them and choose to drive the wrong way into oncoming traffic as the distance is short but still causes danger and congestion potential.
- I feel the one-way roadways are unsafe. I have witnessed numerous vehicles going the wrong way throughout the 19 years that I have lived in the vicinity. There are numerous sight distance issues on this stretch of roadway. Vertical grades and poor intersection sight triangles contribute. Vehicle speed is a very big issue. The intersection at 39th/St Johns is hazardous. The width of 39th at the intersection causes conflicts with vehicles turning in and from St Johns.

Parking:

- Trucks and cars parked which obstruct drivers' sight and crowd the roadway.
- Cars parked along curbs, little space between parked cars and driving lanes.

Signals and Signages:

- Synchronizing traffic lights
- The green light on the overpass at 500 are difficult to make out.
- it isn't that signage is missing, it is that it is not legible in the winter when it is raining

Other:

- Unsafe due to crime and homelessness, brought by having a bus route
- Nothing else.
- Heavy trucks have caused ruts so bad I almost wreck my motorcycle
- Heavy truck traffic has caused deep ruts
- Above did not work
- Chain link fence at corner of 44th St. and St. James makes it difficult to make safe left from 44th to St. James because it's hard to see oncoming southbound traffic on St. James
- Heavy traffic
- Off Road Bus Stops at Steeplechase Apartments and We Care Day Care
- Above wouldn't work
- Multiple car break-ins. Homeless population at night.
- All of the above
- Combustion breaking/ engine breaking is the biggest issue, put a sign and start fining these semi trucks. I live right on the corner of cherry rd and st James, the engine breaking woke me up this morning at 8am, and kept me awake last night till 2 am since semi trucks like driving down this way and not using their normal foot breaks.
- Unsafe speeds a
- Speed limit is too low. Too many traffic lights.

Question 5:

In general, what are your top transportation concerns YOU OR YOUR COMMUNITY EXPERIENCE along the St. Johns – St. James corridor?

Please choose up to two by dragging and dropping your selections into the #1 and #2 slots.

Speeding:

- lowering speeds, roadway designed like a racetrack with steep cross slopes through curves. Slopes are not needed at 35mph and should be reduced to normal crown, this will encourage slower speeds through the corridor. There is a large amount of street parking that should not be necessary and should be removed and curb width reduced.
- Above would not work. People drive too fast.
- More police presence monitoring speed limit
- Again, not able to click option on mobile but people driving too fast
- speeding over 50 miles an hour and down shift breaking or engine combustion breaking starting the early morning, through the day and even late into the night. This is driving me crazy and I'm going to be filing complaints to the city and asking police to monitor this area everyday
- Bad infrastructure that encourages speeding and close passing cyclists.

Sidewalk/Pedestrian:

- Repairing sidewalks that are unsafe
- Broken on mobile. Ped crossing midblock and fast driving
- Not enough lit up crosswalks
- Don't take away driving lanes that are adequate now for the one guy who rides a bike. Fix the sidewalks so people don't walk in the street.
- Inaccessible Crossings (those without audible crossing signals)

Parking:

- Street parking on curving turns.
- Camping trucks parked along the street
- Increased homeless/RVs parked by trails
- RV's and vehicles that are being lived in parked on the street
- Parked vehicles creating visibility and safety concerns.

Signals:

- Poorly timed traffic signals.
- Signals not linked for safe driving

Wrong way driving:

- In the one-way section of St James / St Johns, I regularly see motorists driving the wrong way. I don't know if this is due to blatant disregard for the law, or ignorance of the law.
- wrong way drivers

Location-specific:

- Excessive speed on St. James, especially at intersection with 44th st, where there is no traffic management, and there are sightline restrictions for left turning traffic to enter onto St. James. Multiple daily horn blasts, and screeching tires. How about a roundabout here, or at least speed tables on the entire stretch between 63rd and SR-500?
- All of the above. My elderly mother was hit while walking in crosswalk, with crossing lights on St. Johns, near Hosanna Christian school.
- 25th street between Grand and Ft Vancouver Way doesn't have sidewalks for the many many pedestrians that use our street to get to the bus line instead of Fourth Plain.
- Coordination between the city and the county for the St Johns/James and Minnie intersection crossings and control of the grass/weeds growing there. When not maintained can't get to crossing signals that are in place now.
- #1 Northbound NE St Johns and NE Minnehaha St intersection needs its own dedicated right turn lane.
- At st James and cherry add a speed bump. I saw someone almost get hit crossing the street
- please instal speed bumps on St Johns heading north from SR500 to 44th

Other:

- I want to keep 2 lanes. The hills are really high. Do you really think bikers will use it? Don't remove car lanes.
- bike, pedestrian, and car lines not sufficiently protected from each other
- Crime and homelessness
- Poor infrastructure
- This also won't let me change. I have not noticed any of these and drive this section several times a day.
- Homeless encampments
- These are all almost equal in priority to me! They all work together to create a continually unsafe driving and walking experience.
- All of the above
- It all seems to flow together just fine. I cars and tucks stopping to let people cross
- To be sure there is a safe designated place for the Buses to off-road stop to pick up 50 students at Apartments and Daycare
- Pavement is unsafe to drive on.
- Heavy trucks on road not designed for that weight.

Question 6:

What would YOU prioritize along the St. Johns – St. James corridor to improve safety and comfort for people traveling along or across the roads? (Choose your top three priorities)

Speeding:

- In the section that is one way streets, reducing aggressive and speeding drivers by reducing cross slope to normal crown.
- signage!!
- Speed humps and bike lanes
- I would like to see more enforcement of existing traffic laws. People speed from 63rd down to 500 and it's scary.

Pedestrians and Lighting:

- Improved lighting
- Better street lights, clear road marks and parking signs, clear visual driving safety
- More sidewalks throughout the neighborhood. It is ridiculous that we have a brand new elementary school (Truman) that isn't fully connected by sidewalks to the surrounding neighborhood. We live on 40th and because there are no sidewalks and no shoulders, we can't let our kids make the half mile walk to Truman safely.
- Sidewalks along St. Johns
- Fort Vancouver side streets and pedestrian access/crossing on St James/Johns going up the hill from 500.
- Sidewalks that are consistent, connected, and accessible through the entire stretch of road.
- Wherever there are no sidewalks and easy access for people in wheelchairs.
- I do not believe St. Johns/St. James need changes. There are sidewalks and bike lanes and adequate signs and lights
- Uninterrupted sidewalks and pedestrian crossings near key businesses (Hi School Hardware and St James, for example)
- I would like to see consistent sidewalks on both sides of St James and St Johns. I would like to see a protected bike lane with armadillos with street parking separating the bike lane from speeding cars. I would also like to see speed reduction efforts. I would like to see safe crosswalks at ALL intersections that don't currently have one with flashing lights.
- ADD School crossing signs or speed reductions, on both roads, at 43rd St. for SCHOOL zone? ADD a posted crosswalk at 44th St. and St. James Rd., for access to bus stop across the street and local business access for the entire West Minnehaha neighborhood? ADD a traffic control stop light at 44th St., for left turn traffic onto St. James Rd. due to sight line limitations at intersection. ADD Posted and marked crosswalks on both St. Johns and St. James for access to businesses in center areas. ADD Speed Tables to all of St. James Rd. between 63rd and Fourth Plain. The roadway is used as an I-5 replacement, with excessive speed a huge problem, and I've not seen any speed enforcement on these arterials for years.
- The whole corridor and adjoining side streets need road diets and improves lanes for people walking and using other mobility devices.
- St. John's is fine, st James needs more lighting

- not just to schools. less focus on cars, more on pedestrians and cyclists going to any place along the corridor.
- on both roads, at the cross streets where bus stops are having a beacon to push to cross safely. 8 yrs ago when I would catch the bus at 520am crossing both streets is fine less traffic. But 330pm in the afternoon scary, especially for a blind person.
- Pedestrian/bicycle enhancements throughout the entire project area.
- Could we start by putting in the missing sidewalks? :)
- sidewalks at the north end of st. James, broken sidewalks, more wrong way signs, maybe the digital you are going this fast sings
- Signaled crosswalks/traffic lights along St. Johns and St. James from Minnehaha/63rd to 52nd St so that pedestrians, especially children in school are better protected from drivers.
- Sidewalks and crosswalks to the schools
- Sidewalk on st.johns from petticoat lane to 41st Street would benice
- The entire corridor needs safety improvements for bikes and pedestrians. RIP Mister Patterson teacher at Hudson's Bay High School
- More side walks and speeding cars monitoring
- Side walk up St. Johns hill; speed control down St. James Hill approaching signaled crosswalk at Discovery trail

Biking:

- I would like it to be comfortable to cycle from BBC to Clark College
- The entirety of the corridor is due for improvements. The top priority should be building safe cycleways and walkways that are physically separated from cars travelling high speeds. At bare minimum, a curb between the bike lane and car lane to improve safety.
- Bike lines and crosswalks
- remove motorhomes parked in bike lanes
- Need larger bike/pedestrian lane(s) from SR 500 north especially on the north-bound side; these should be protected with curbs or other protection
- Better bike safety close to the SR500 interchange
- Signage and cyclist paint/lanes
- Continuous protected bicycle lanes entire corridor.
- The St james/ St johns could be a great biking corridor, however it is not setup to protect bikers. In fact it is pretty dangerous to ride your bike along it currently. I would love to be able to ride from 4th plain all the way to 68th safely so I can go with my daughter to Hazel Dell park. Currently it would be putting our lives at risk to do so. But even currently along St James/St johns from 500 north needs to have a more protected bike lane. Cars are going over 40mph within a couple of feet of bikers and you have people camping in their cars along it as well that make it unsafe as well.

Signals and Signages:

- Clearer signage for one way traffic at non traffic light intersections
- More clear signage and road markings where both St. John's and St. James are one way. Center lane St. Johns for vehicles turning left into businesses
- Traffic signal timing to keep traffic flowing

- Better one way signs for distracted drivers
- Time signals
- More signs letting drivers know that both of these roads are one way streets. I live on St. James and people drive the wrong way down this road at least a few times a month.

Location-specific:

- Between 45-49th streets
- The entire corridor!
- The full project area needs to be addressed.
- By the Herbery and Shell Station, that turn to Clark College gets a bit hectic.
- Intersection of St. John's and Fort Vancouver way. It needs to be signalized and the cross walks need to move to the intersection
- I would like to add a straight lane after going from the bridge towards Vancouver. The lane turns to some street too soon. Hard to merge.
- Between 42nd and 54th streets
- I understand this is for St James but instead of having a project like this, why can't the roads in all of Vancouver be fixed. It is sad when you realize Portland has better roads than Vancouver. There are pot holes every where.
- 44th and St. John's, there are daily near misses and accidents by vehicles using the parking lane as a turn lane
- 44th and St. Johns
- South of 500
- St Johns & 29th
- pedestrian crossing at 33rd and St Johns
- the intersection of St. Johns and St. James, and in the Rosemere neighborhood generally
- St Johns/St James off the 500 and northward
- From 4th Plain to Minnehaha
- Near St James and Cherry Rd
- AT THE HILL ABOVE 50TH
- Better sidewalks to hi school pharmacy
- At all intersections and business entrances and exits.
- Between 64th and SR500 not allowing the parking of trailer, motorhomes and truck near 64th.
- South end where it Y's. Also right by Hosanna school north of 500 intersection
- Traffic light and crosswalk at 54th Street and St, John's. Right turn lanes at Minnehaha.
- St. John's and 500, 33rd street
- 52nd and 54th street intersections near the Grange and St Johns Mart
- By Ellen Davis and the chevron.
- clearly marked crosswalks at intersections 59 or 60, and 52 signage meaning of solid white line
- I would like to see transportation improvements in the Minnehaha neighborhood and also the Rose neighborhood. These neighborhoods if speed limits were decreased and accessibility was increased would improve the local business leisure activities. Right now St John's / St James is very dangerous to try to cross or interact with as a pedestrian cyclist or person who lives in the neighborhood. Reducing speeds and making it

feel more like a neighborhood with a business corridor in the heart of it will improve the livability and access that the local community would have to it. The sidewalks need to be finished and further development needs to be added there are several vacant lots that could be community places of business or public use that would draw people there.

- Petticoat Lane, also more clear signage as so many people drive the wrong way on both sides of the one way corridor.
- 45th
- 54th st cross over
- St. Johns/58th st. SPEEDING CARS!!!!
- 44th Street
- 39th/St James
- 25th street between Grand and Ft Vancouver Way
- Entire corridor
- Lower speed limit to 30 MPH and Stop Lights for Pedestrian Crossings
- Fort Vancouver Way, 32nd St, 78th St, 88th St
- Ne 68th to NE 78th
- All of it
- Top of the hill down to 7-11 on st johns
- North side of the corridor
- consider traffic circles to slow traffic on roads connecting to these roads; for example 49th street east of St. Johns
- Between 4th Plain Blvd and 33rd St
- From Handy Andy's gas station all the way up to Minnehaha
- Intersection with SR-500. Since lights removed on Falk and Stapleton there has been much more congestion and aggressive lane changing.
- Between 35th st and E 4th Plain Blvd
- Between 53rd and Minnehaha
- St James and Cherry Rd, there also needs to be a trashcan at the bus stop here as I went on a walk and filled a whole trash bag from the city negligence to do it themselves
- St James from 60th to 63rd. Filthy, trash laden from homeless campers. Very unsafe area.
- Between 500 and 54th
- from SR500 to 78th street
- Between St John's and 4th plain
- Everywhere. Sidewalks are under maintained. Crosswalks are dangerous.
- NE 44th st area
- Easier and safer crossings near SR-500
- Around the curves
- Base of the hill after sr 500
- At 63rd/Minnehaha and ST Johns/ST James and lighted crossings in the corridor
- corner of 60th and St. Johns/St. James, corner of 54th and St. Johns/St. James
- south of 500 is most important to me

- At 49th Street
- From 500 to 68th Street
- Particularly around the intersection with Fort Vancouver and Fourth Plain and 33rd/Grand
- A middle turn lane in the section North of the two roads joining back together between 60th and 78th. This section is terrifying to drive in the middle two lanes because of how close the two lanes are to passing by each other and people will stop in the lane of travel to turn and cause congestion and near accidents.
- Stop the speeding down st James . The hill by cherry rd is dangerous to cross
- NE St.James RD,
- 45th St
- Between Minnihaha and 500.
- Fort Vancouver Way and St Johns is so dangerous! And people come off of 500 going south on St Johns, SO FAST. They zip around the corner toward Fourth Plain, and crossing at the pedestrian crossing is dangerous due to that.
- I've nearly been killed three times in the last five years at the intersection of St. James and 42nd. Twice as a pedestrian crossing St. James, once by a car turning blindly in front of me from westbound 42nd straight onto St. James southbound.
- Whole corridor
- intersection of 39th St. and St. Johns. It is not a safe place to turn onto St. Johns. Need consistent sidewalks as well.
- Between 500 highway and 68th. I'll I'll
- Northbound hill on north side of 500. Too fast. Parking at corner is dangerous.
- Minnehaha St – Downtown
- Minehaha St crossing both St John's & St James St

Other:

- Roundabouts!!!
- Nothing.
- Deletion of the bus stops along the whole thing
- Fix the heavy truck ruts in the 78th street St Johns intersection. Will need to shore up St Johns and 63rd will new truck warehouse loading docks going in.
- Designated turn lanes perhaps , crosswalks
- I would like to see traffic control solutions for speeding and reckless driving. Most of the sidewalks along this corridor are overgrown with vegetation, pollution or missing in general. Also, in regards to climate, one of the biggest polluters is caliber collision. I can taste the paint fumes each time I walk outside or travel in this area.
- Along the sections that are “one way”. Drivers frequently drive the wrong way.
- Its fine and handles the traffic well. Just fix the few missing gaps in the sidewalk
- same as above, and perhaps crosswalks with lowered speed limits.
- north of HWY 500 to 63rd. There is no need for parking on north bound St. Johns in this area. use the width of the existing street to make a planting strip with street trees and on the east side a bike lane that is not interrupted. Street parking causes visual block when you are coming out of the apartment complexes and businesses on St. Johns. Cars are traveling very fast north-bound.

Comments from Interactive Map

The interactive Felt map comments from the Survey are listed below. The comments are organized by latitude i.e. in order from the southern end of the corridor to the northern end. For additional reference on the location of comments, they are separated approximately by corridor segments.

Any political speech prohibited by RCW 42.17A.555 is not authorized by the City and should be disregarded.

Comments (Organized by latitude from Fourth Plain Boulevard to NE 68th Street)	Latitude	Longitude
Comments from Segment 1 (From Fourth Plain Boulevard to Fort Vancouver Way and includes Fort Vancouver Way between Fourth Plain Boulevard and St. Johns Boulevard)		
The bus lanes are just annoying to most drivers and frequently ignored. It's confusing when trying to enter/exit Clark College's parking lots.	45.63709	-122.651
The bus lane has created a dangerous situation with drivers trying to merge from the left lane to the right lane to proceed straight on St John's or turn right on 4th Plain.	45.63772	-122.649
Confusing bus and turn lane transition here.	45.63782	-122.649
these lanes need to be more clearly marked as drivers going north on Ft. Vancouver way seem to think there are 2 lanes right here when there is only 1 so i see people turning from 4th plain onto ft vancouver way northbound thinking they have space when they don't	45.63855	-122.648
Crossing signal needs to be made sensitive to bicycles going south into the VA campus from St. Johns.	45.63857	-122.654
The elimination of 2 thru lanes has created another bottleneck. Traffic often backs up to St. Johns in the morning commute.	45.63859	-122.648
mcdonalds drive thru line sometimes backs up onto streets here	45.63922	-122.648
not sure what the solution is, but people traveling south bound on st johns will turn right onto fourth plain from this straight lane instead of using the whole separate lane to the west that is actually for turning right	45.63927	-122.654
not sure the solution, better signage maybe? but people traveling south bound on st johns will turn right onto forth plain from this straight lane instead of using the other lane that is actually for turning right	45.6393	-122.654
I have nearly been hit by a car every other time crossing here as a pedestrian. Seems unclear to cars turning left that they have to yield to pedestrians.	45.63932	-122.654
Unclear how to cross this section as a pedestrian, could use better labels	45.63981	-122.654
Would love to see improved crossing for bicycles, I either have to cross in the middle of the road with cars or ride on the sidewalk. Neither are ideal	45.63983	-122.654
drivers go slow for good reason; schools and tricky traffic situations	45.64055	-122.651
there needs to be a speed limit sign somewhere on this stretch because people go like 15mph here when the speed limit is 30	45.64062	-122.651
this spot could benefit from marked street parking. often folks will drive way too far to the right thinking they're in a traffic lane, then jut out into the actual traffic lane once they realized they're encroaching on parked cars	45.64075	-122.65

I go out of my way to avoid this pedestrian crossing when walking. People zip around the corner and almost hit pedestrians.	45.64082	-122.65
Could this corridor between the China Cook restaurant and the VA simply be eliminated altogether as a vehicle through-way and just route traffic south along Fort Vancouver Way towards the larger 4th plain intersection by McDonalds? It seems like drivers use this section as a shortcut and often speed through a primarily residential area to access the interstate. Not sure what the advantage is to this part of our neighborhood or if it is even that much faster to drive.	45.64092	-122.65
Crosswalk is not marked besides white stripes. There's need to be marked with signs and lights warning drivers to slow down and yield to pedestrians visibility for at night is 0. This whole street need better illumination at night. Sidewalk is raised by tree roots and is an issue for handicap.	45.64137	-122.648
People drive too fast on E 28th St, using it as a pass through between Fort Vancouver and Grand. The road also really needs to be repaved.	45.64137	-122.647
the crosswalk at this spot is dangerous. drivers speeding SW on St.Johns don't have a line of sight on the crossing until they're practically on top of it.	45.64156	-122.648
The intersection almost needs a light or some better indication of who can go when and who yields to whom. It's difficult for cyclists to turn left to Clark college because it's challenging to take the lane and expect drivers to understand the hand signals and intention.	45.64161	-122.648
There needs to be a pedestrians signal light here, drivers don't really stop for pedestrian. They usually speed up to "win" the right of way. It's a really dangerous crosswalk.	45.64162	-122.648
Install a roundabout here or something to slow traffic down with crosswalks with rapid flashing beacons so that pedestrians have right of way to cross. Nearly every time I drive by here I see pedestrians trying to cross.	45.64164	-122.648
The intersection is confusing to many and the crosswalk locations are odd. Perhaps install a round-about or traffic light.	45.64168	-122.648
Need crossing signals	45.64169	-122.648
I agree with the other comments, the crosswalk has poor visibility and I can hear people doing donuts at night in the summer.	45.64169	-122.648
people pulling out of V street don't have good sight distance for oncoming traffic from people coming from St. John's north traveling south.	45.6417	-122.648
better signage and improved traffic patterns	45.6417	-122.648
Speeding on both St. John's and fort Vancouver way is a huge issue at all times of day. Probably installing speed bumps can deteriorate some or most speeders. Illumination need to be improved on both roads. Traffic on Fort Vancouver Way in the mornings during the week is horrible since the city made "road improvements" and closed some lanes down south, by the clark college area.	45.64171	-122.648
Many people don't understand (or don't care) how this intersection is supposed to work. Also, people speed down this stretch after getting off 500, which makes things more dangerous.	45.64171	-122.648

There's needs to be a better traffic control here. Drivers usually don't know how this intersection works, and it has cause some close accidents calls. Drivers doing donuts at night time has become an issue	45.64171	-122.648
Crossing here is dangerous	45.64171	-122.648
Need a light. Bad intersection for vehicles, mobility users and pedestrians.	45.64172	-122.648
hard to navigate on bike, cars moving rapidly through this intersection.	45.64174	-122.648
having a crosswalk right here is so strange. I avoid this cross walk because people speeding SW on St. Johns don't have a good line of site to the crossing until they're bearing down on it. Either removing the crossing or adding one of the lighted crosswalks would be much safer.	45.64174	-122.648
this intersection needs better traffic controls, at the very least a blinking caution light. It could also benefit from better defined turn lanes. it's very common to see pullouts here, as well as folks turning from the straight lane and going straight from the turn lane. it's also a popular intersection for reckless driving at night, people doing donuts and driving recklessly	45.64177	-122.648
Comments from Segment 2 (Fort Vancouver Way to Petticoat Lane)		
Right of way here is ambiguous, visually confusing, and too fast.	45.64193	-122.648
Move utility pole so I can cross straight like the ramp indicates	45.64208	-122.647
Need a crosswalk and bike intersection improvement as 29th is an important east west connection for mobility users.	45.64211	-122.647
there is a whole center turn lane for nourth/south bound travels who want to turn east or west, but people will often stop in the straight travel lane to turn instead of using the center turn lane	45.64249	-122.647
pedestrian crossing needed here, with flashing lights. maybe even a traffic light as leaving 30th to turn left onto st johns sw bound during busy times can be almost impossible due to the line of traffic on st johns never ending. and the x street, 30th st, st johns 3 way intersection feels dangerous	45.64256	-122.646
cross walk with flashing lights here please	45.64294	-122.646
this is where i meant my comment to go, the map moved it down x street	45.64297	-122.646
this intersection needs better controls. it can become incredibly clogged and both drivers and pedestrians negotiate the turn onto X street badly. there are near misses here daily	45.64297	-122.646
Bikes lanes along this section would be wonderful	45.64338	-122.646
I avoid this entire section on my bicycle; too crazy	45.64391	-122.645
there are some bus stops in this area that are literally just signs. they should have rain coverage and a trash can at least	45.64414	-122.645
Need crosswalks across St. Johns	45.64419	-122.645
Bike lane feels very narrow for how fast cars are travelling alongside	45.6444	-122.645

There is a stop sign on Z street which is visible when heading north on St. Johns. Kind of confusing as St. Johns has a traffic light, but the stop sign is basically where you would expect it to be if it were traveling on St. Johns.	45.64486	-122.644
Bike lane ends short of intersection in the northbound direction	45.64496	-122.644
Would like to see more bike traffic diverted to grand and car traffic discouraged from Grand and taking St Johns instead. St Johns has speed bumps but Grand doesn't so people speed too much on Grand.	45.645	-122.643
the bike lane here is rough. it relies too much on drivers ensuring there isn't a biker in their blind spot before entering the right turn lane	45.64513	-122.644
Pedestrians cut through this overgrown and unkept green space to continue on St. Johns instead of using crosswalk. Drivers are constantly honking at this intersection and drifting around this corner. Unsafe.	45.64523	-122.643
Slip lanes are very dangerous for mobility users. Cars are trying to drive and merge onto St. Johns instead of looking for mobility users. City should remove slip lane and have cars turn right at E 33rd St intersection	45.64526	-122.643
Agree with Mikes comment	45.64529	-122.643
agree with mikes comment. people here ignore the no turn on red sign and do it all the time and it's dangerous	45.64539	-122.643
this lane turns too soon. Not enough time to merge over.	45.64567	-122.643
seconding that biking around this off-ramp in particular feels unsafe	45.64641	-122.642
better bike lane protection needed here as bikes have to cross the drivers turn lane for the onramp to 500 and drivers are impatient and not paying attention	45.64647	-122.642
single lane roads to cross SR500 force high volumes of traffic through these intersections and many people use this as a back road to avoid I5 traffic when there are backups	45.64663	-122.642
Enforce keeping panhandlers off all ramps and bridges! Enforce no camping on City, County, or State owned properties unless specifically designated for camping! Do not allow graffiti on public property and increase fines and community service mandates to promote awareness! Stop allowing these people to destroy our great communities!	45.64669	-122.642
Left turn lanes (both north & south) need to be better coordinated. Many people use the thru lane to bypass the light and then cut over into the turn lane.	45.64674	-122.642
Left turn lane onto WA500 west bound here is confusing. Many drivers cut around this light	45.64677	-122.642
I avoid walking or biking North of SR-500 because the non-car infrastructure becomes insufficient/unsafe past this point	45.64678	-122.642
desperately need a better traffic light system that moves traffic at a faster pace but keeps the flow going steadily, but may not be possible with single lane roads	45.64693	-122.642
Easier pedestrian crossing at the off/on ramps. This is a really challenging spot as a pedestrian.	45.64701	-122.642

Mobility lane is unsafe with SR500 interchange, no protection is given to bikes. Cars often try to merge over to go westbound on 500 without looking	45.64702	-122.642
Traffic lights here are difficult to see and should be upgraded. Signage needs improvement. Exit from 500 west ending at John has confusing signage. Demarcation should be on roadway to differentiate between left turn onto John and left turn into left turn lane that takes you to 500 W.	45.64703	-122.642
Closing Stapleton and Falk further up 500 causes a ton of traffic to offload here, and pedestrians are not protected enough. Clearer pedestrian sections, reduced waiting at lights, and a way to come to a more gradual stop after pummeling down St James from the top of the hill instead of an abrupt brake slam to dodge pedestrians. Also please improve the trails, they used to be so beautiful and now it feels super sketchy to go down below the freeway to get some nature.	45.64703	-122.642
More separated bike lanes. So much traffic at the off ramps.	45.64709	-122.642
mobility lane feels unsafe	45.64712	-122.642
Drivers are really impatient getting on off hwy500 and it makes it tense riding a bike through this area, concrete protected lane would be amazing, at the very least bollards	45.64717	-122.642
although there is a bike lane, cars behave badly at this intersection.	45.64727	-122.642
Since closing Falk & Stapleton intersections, this area has become a bottleneck with traffic backing up to the top of the hill on St. James.	45.6473	-122.642
Crossing this section as a pedestrian or biker is always scary	45.6473	-122.642
Feels extremely unsafe if not in a vehicle	45.64733	-122.642
access to SR500 is extremely difficult during high traffic times and waiting to get through these lights can be very long, now that this is a turnaround point for SR500, traffic has continued to get worse and harder to navigate	45.64734	-122.642
These sidewalks need better upkeep	45.64747	-122.642
terrifying to cross 500 as a pedestrian	45.64749	-122.643
cars do not obey the stop signals	45.64815	-122.641
clearer indication that cyclists coming from the trail are crossing a sidewalk. bikers yell at pedestrians to get out of the way on the sidewalk here. pedestrians should not move for cyclists on the sidewalk	45.64817	-122.641
Move crosswalk to north side of intersection	45.64827	-122.641
This pedestrian light is ineffective. People go through the red all the time.	45.64829	-122.641
Death Wish...There is A Pedestrian Crossing Light currently at this Intersection. Use at your own Risk. Some Cars refuse to Stop, other cars are speeding down the Hill, often fail to notice Lights and People, bicycles etc	45.64836	-122.641
Comments from Segment 3 (Petticoat Lane to 49th Street)		
Poor bike lane. Foliage often pushes bikers closer to, or into the actual car lane.	45.64895	-122.64
Overgrown foliage into sidewalk makes for unsafe travel for pedestrians/cyclists	45.64898	-122.64

This sidewalk is always overgrown with blackberries and is unusable to pedestrians or cyclists alike who are trying to avoid the high car speeds traveling down the hill.	45.6491	-122.64
No sidewalks to access Burnt Bridge Creek trail	45.64924	-122.639
No sidewalks on this stretch of St Johns. I train my dog to walk on sidewalks when available. This stretch definitely feels unsafe. He's a big dog that likes long walks and this corridor is a great primary route except for this sidewalkless section	45.6493	-122.639
Sidewalk is inaccessible - overgrown. Very dangerous in winter.	45.64931	-122.64
This particular section from NE 39th St to the Burnt Bridge Creek Trail has no sidewalk for pedestrians, as well as no crosswalk to get to the right side on the left side, so we walk in the bike lane to get to the crosswalk, or otherwise go through Bosco Farm Neighborhood park and walk Petticoat Lane (which also has no sidewalk) to get to the crosswalk	45.64941	-122.639
The last lane stripping was poorly done. The right lane is too wide and the left lane is too narrow.	45.64944	-122.64
no sidewalks going up st.johns side	45.64957	-122.639
Clear brush to increase visibility for NB vehicles as well as increase visibility of approaching cars to the stop sign when turning left onto Cherry Rd.	45.64958	-122.639
The EB site triangles on NE Cherry Rd need improved today if not sooner. It is very hard to see NB vehicles.	45.6496	-122.639
Low visibility of traffic coming up the road because of brush and trees. Only place to turn around if you live between May and 44th.	45.64964	-122.639
Clearer one way only signage	45.64966	-122.639
Speed reduction and addition of sidewalks along this stretch	45.64988	-122.638
difficult visibility here for all	45.64993	-122.639
Not much we can do about the climb but cars love to hoof it up this hill and us cyclists are going less than 5mph and taking breaks to get up	45.64994	-122.638
Improve the 39th/St Johns intersection sight triangles, WB and EB lane widths, WB landing area, and signage.	45.64995	-122.638
Semi trucks Combustion breaking from dusk till late into the night, waking everyone up and preventing a peaceful night of sleep.	45.64997	-122.64
Better visibility needed and speed control	45.64997	-122.638
Cars often sneak out into the mobility lane because of tall trees, very dangerous for bikes going downhill	45.65	-122.64
Extremely narrow left hand lane onto a two-way street for cars going at speed downhill. Surprised there aren't more accidents.	45.65005	-122.64
Car often parked on the street. This is very tight as the road is very fast going up this hill.	45.65008	-122.638
I was driving North here in the left lane and had to change lanes because a car was driving south in the same lane as me. I think they thought it was a 2-direction street, not a one way. It could have caused a head on collision.	45.65013	-122.638

How about speed bump armadillos (similar to what they have at the Columbia Tech Center) to make a safer bike lane?	45.65024	-122.638
Id almost ask for concrete barrier to feel safer riding down the route, drivers pick up a bit of speed. Also road is slippy in anything but dry weather.	45.65033	-122.639
Physical barrier for bikes and pedestrians. RIP Mister Patterson.	45.65034	-122.64
Despite Speed Limit signs, vehicles go far too fast up the hill for a residential street. Regularly topping 45 mph during the day and street racing at night.	45.65048	-122.637
Protected bike lane going downhill. Speed reduction for vehicles going downhill	45.65059	-122.639
sidewalks on both sides of the entire corridor are needed for safety	45.65066	-122.637
Bike lane is unsafe	45.65067	-122.639
overgrown shrubs make sidewalk difficult to use with a stroller.	45.65075	-122.639
Bike lane is unsafe	45.6508	-122.637
seconding all the comments for bikers. it's a very tricky, uncomfortable spot and generally speed here is higher than it should be.	45.65084	-122.639
bike lane too narrow here	45.65093	-122.637
this is the exit to the church and school during the week. The cars go way too fast. This area needs a lower speed limit and make it a school zone.	45.6512	-122.639
There is missing sidewalk on both sides of this road, or the sidewalk is overgrown with foliage. My partner spent the weekend clearing out the foliage during winter because it was so overgrown you couldnt walk through it	45.65134	-122.637
Trucks often park over line into bike lane, making bikers have to use the road	45.65165	-122.639
Bike lane is narrow and unsafe for bikes, especially since traveling uphill makes biking in a perfectly straight line difficult	45.65166	-122.637
Right hand turns dangerous due to vehicle speed coming down hill and difficult to see up hill for clearance to turn.	45.6517	-122.638
Reduce Seed limit This is a steep downhill decent. There is a manual Crossing Light at the bottom of the hill.	45.65185	-122.638
There his access to burnt bridge Creek trail from Northeast 42nd Street. It is undeveloped, but this could be a great alternative to going down St James at such high speeds on a bicycle.	45.65196	-122.642
This crosswalk is very pedestrian/cyclist friendly. We need more of these along St James and St John's. The road speeds also need to be reduced because the road is currently used like a highway through the neighborhood. If the neighborhood was treated as a destination and not a way through it would develop. it would spur development in businesses and community use.	45.652	-122.638
Many people make a left hand turn on a red light with oncoming traffic and low visibility to your right. We also see other vehicles confused about the one-way and turn into oncoming traffic.	45.65202	-122.638
I've nearly been killed twice crossing St. James as a pedestrian by inattentive drivers blowing right through a red light, even with other cars already stopped.	45.65202	-122.638

Sign saying you may turn left on red at one way Intersections. Øÿ™,	45.65203	-122.638
Lots of aggressive drivers turn left onto St. James without looking for cars crossing St. James headed east.	45.65203	-122.638
Crosswalk needed, or at minimum, a pedestrian light like up the road. There's a church/school that requires anyone not in a car to go out of their way to the next light and back with no sidewalk on the west side of the road. Makes accessing businesses between the corridor a lot harder to do.	45.65209	-122.637
Needs crosswalks. If St. James gets them then so should St. Johns. How am I supposed to cross the street after I get off the bus? I'll never walk up to 44th	45.65211	-122.637
Drivers cross the solid white line at the intersection and use the parking lane as a turn lane. There are many near misses, especially if everyone has stopped. It forms two lanes turning right. When someone does not cross the solid white line and uses the parking lane to turn - many drivers get aggressive	45.6532	-122.636
Vehicles cross the bike lane to turn because of the lack of signage and street markings.	45.6533	-122.636
from this road, and others, people like to turn the wrong direction to get to their steet rather than go around the block	45.6533	-122.637
Drivers illegally cross the bike lane when turning right. It causes confusion because some drivers believe the space to the right of the bike lane is a turn lane when it is not. If you follow the traffic laws and turn right from the traveling lane, you have to be very careful to watch for vehicles undercutting to your right.	45.6533	-122.636
people crossing the bikelane to turn right. there is no indication that it would be a turn lane, os they should not cross the bike lane to turn right. easy fixes: barrier of any type to discourage crossing the bike lane.	45.65331	-122.636
Light is needed	45.65331	-122.638
Crosswalk needed	45.65334	-122.638
crosswalk needed with a light for pedestrians.	45.65336	-122.638
Clearer one way only signage	45.65337	-122.636
more control on speeding. some people treat it like a race track	45.65351	-122.636
Empty lot with no sidewalks that could be developed into a community space but it is inaccessible due to the high speeds of saint James / St John's.	45.65362	-122.637
turning right or left on either St. James or St. Johns can be dangerous because of the speed vehicles are traveling, to turn you must slow down in lane of traffic since there is no turn lanes, many people are forced into the bike lanes or parking areas to safely exit the road, the roads only support two lanes it seems without room for turn lanes	45.65372	-122.637
Need wider, protected bicycle and pedestrian lanes all along this area, especially north-bound	45.65382	-122.636
Missing sidewalks here.	45.65389	-122.637
sidewalks are all busted up	45.65425	-122.637

Crosswalk needed. Parks nearby and 7-Eleven across the street. Needed to slow down traffic coming south.	45.65443	-122.637
Very Danger Place to Cross During High Traffic Times. Need A Traffic Light Added to This Intersection.	45.65447	-122.637
If there's no sidewalks then you need to provide crosswalks	45.65453	-122.637
There is missing sidewalks on both sides all throughout St James	45.65454	-122.637
We live near this intersection and have seen many very terrible MVA's. I suspect most are due to speed. People fly through here. Very scary to try and cross with kids. Can be challenging to cross in a vehicle too. Cars going way too fast.	45.65456	-122.638
Need pedestrian crossing here, not so much farther south at the light	45.65458	-122.637
signed, lighted crosswalks needed throughout the St. Johns-St. James split due to higher driving speeds and poor sight distance	45.65468	-122.636
no sidewalks make a dangerous walk	45.65484	-122.637
Sidewalks needed on the East side of St James	45.65525	-122.637
too little space between shoulder where cars are sometimes parked and the driving lane	45.65526	-122.638
There are a lot of empty parking lots and fields in this corridor that should be developed into something for pedestrians to access (shops, parks, etc.	45.65529	-122.636
Whole corridor needs PROTECTED bike lanes, more & better crosswalks, and better bus stops, in that order	45.65537	-122.631
Remove the onstreet parking. A lot of the cars I see parked on the street in this neighborhood appear to be broken down cars.	45.6554	-122.636
Gotta do away with the street parking. It creates hazards for bikers and visibility problems for local businesses.	45.6555	-122.636
Pavement is cross slopped through the curve which encourages faster speeds and turns the roadway into a racetrack	45.65562	-122.637
portions of sidewalk missing around American Legion	45.6557	-122.636
Sidewalks needed on the west side of the road on the whole stretch. Impossible to walk to businesses in between the roads.	45.65605	-122.636
please rip out every Bradford Pear tree here and in the city. Smelly, gross, annoying trees.	45.65651	-122.636
Would like to see protected bike lanes so that they are separate from the rest of traffic. Separating from traffic with trees or bollards or something. Biking on this road just feels so dangerous.	45.65662	-122.636
Crosswalk needed	45.65686	-122.636
think a painted crosswalk is missing here	45.65688	-122.637
cars often speed down the street and go through red lights causing crashes and near misses.	45.6569	-122.638
49th street is pedestrian hell.	45.65699	-122.638

Can we get some cute walkable pocket parks or playgrounds and prioritize mixed use/small businesses with trees out front instead of dreary, depressing asphalt parking absolutely everywhere. This is the nearest commercial area near where I live and I want to come and hang out in this area	45.65743	-122.637
no designated left turn lanes, block traffic and encourage quick lane changes in drivers already going too fast.	45.65751	-122.638
hard to see "dead end" sign. People turn quickly into the dead end thinking it is a quick way to cut through to avoid a red light to turn onto 49th street. Kids play here and it's dangerous. Trees block the sign, needs cut back or better placement. And having a designated turn lane onto 49th st from St James would help alleviate these fast drivers making last minute turns trying to avoid a red light.	45.65759	-122.638
Comments from Segment 4 (49th Street to Minnehaha Street)		
Drivers travel too fast in this area	45.65769	-122.636
abandoned cars and people living in vehicles here. Feels unsafe to walk here.	45.65788	-122.638
Poor bike lane protection all along ST Johns	45.65838	-122.636
Long term on street parking occurs here and abandoned vehicles get left here frequently. On street parking should be removed.	45.65898	-122.638
Remove on street parking and add physically protected bike lanes and sidewalks with transit stations.	45.65908	-122.638
No crosswalk over to bus stop.	45.65913	-122.638
missing sidewalks	45.65934	-122.638
I would love to see PROTECTED bike lanes all along here to downtown. The buses dont come often enough/come late enough to be useful so I want to ride my bike but this route doesn't feel safe to ride on - aggressive and distracted drivers	45.65948	-122.638
There is no safe crossing to the shopping center.	45.65951	-122.639
Cars do not obey pedestrian crossing signal. No other safe space to cross close to this intersection	45.65962	-122.636
Keep beacon to cross the street.	45.65965	-122.635
We need sidewalks here	45.65982	-122.638
More trees please! The corridor would look so much nicer and be much more walkable with street trees	45.65982	-122.637
Smashed bus stop bench here.	45.65984	-122.638
Need a crosswalk here for the shops	45.66003	-122.638
Crosswalk needed here at Hi-School Pharmacy, locals cross here without a signed and striped crosswalk.	45.66007	-122.638
No easy way to cross the street to get to high school pharmacy or other shopping in this center from the west side	45.66009	-122.638
We need a crossing here	45.66017	-122.638

Need better pedestrian access to stores. I typically will run across the street to get to the store. There is a lot of pedestrian traffic from the West walking to shops on St.Johns and St. James.	45.66017	-122.638
Agree we need better pedestrian access here	45.66022	-122.638
Inconsistent sidewalks. start and stop abruptly with no safe crosswalks for ending sidewalk.	45.66036	-122.638
Agree on crosswalk needed on both St. Johns and St. James	45.66059	-122.638
I turn right here almost daily....every time I say out loud "PLEASE DON'T REAR END ME" to distracted drivers who speed around me and my blinker.	45.66067	-122.636
Pavement is cross slopped through the curve which encourages faster speeds and turns the roadway into a racetrack	45.6608	-122.638
There is an alleyway here to access the school, but it is not well developed nor lit. It would be a great way for kids who needed to walk to the school so that they did not have to walk near the main road.	45.66113	-122.641
Agree - also would liek to see sidewalk all along NE 54th - I often walk here from 22nd and have to walk in the road (there is no way to get to transit from NE22nd without having to walk in the road)	45.66119	-122.641
Coming from the west on 54th and turning North can be difficult. Cars travel pretty fast.	45.66135	-122.636
A cross walk or traffic light is needed here. During student drop off and pick up times this becomes a problem area. Cars are traveling fast and lost of cars darting across the intersection during a congested time.	45.66135	-122.636
Elementary students from the eastern area here do not have a crosswalk to walk or bike to Minnehaha (right down the street) and, without a light, their busses sometimes struggle getting across.	45.66135	-122.636
This intersection could use a traffic signal and protected crosswalks. Northbound drivers are likely to be over the speed limit, limiting the chances of safely crossing for drivers on 54th St (Eastbound and Westbound), and making it almost impossible for pedestrians to safely cross St. Johns.	45.66135	-122.636
Needs a safe crosswalk with traffic lights here	45.66137	-122.637
Crosswalk needed here	45.66139	-122.636
There should be crosswalks here and some sort of traffic control device	45.6614	-122.636
Turning left on to St. James is scary, especially if you don't "trip" the light. Oncoming traffic is super fast and visibility is limited. It is also common here for people to turn the wrong way on the one way. Perhaps better signage?	45.66141	-122.638
Protected crosswalk needed here	45.66143	-122.636

At both St Johns and St James at Minniehaha/63rd St. Need to put in talking crosswalk signals. Cordinate with the County to put them in. There are blind people that live in this area and would like to use the bus stop Just South of St James and 63rd St. But can't cross safely. The have a hard time accessing the push button posts during the summer, the grass/weeds are to thick to get to the poles. Have been working on this for a few years and get told it is the other guys fault. But no one fixes the issue.	45.66149	-122.64
Miguels restaurant was closed for years because of a car driving into the restaurant. It's a great little gem of a place but is difficult to pull out of and into traffic on St. Johns due to speedy drivers. More restaurants and businesses would succeed in this neighborhood if it was safer for all.	45.66155	-122.636
poor bike lane protection all along ST james	45.66174	-122.638
Just make the east West roads one way with the left lane on Saint John's and Saint James designated for turning - using the city blocks as round a bouts. Could take out the traffic lights, slow overall traffic speed, increase flow and safety. While also creating space for physically protected pedestrian usage.	45.66225	-122.638
My mail box is on the opposite side of the road with no safe way to get to it unless I walk all the way down to 54th. Cars speed down this hill making it hard to judge how quickly they are approaching.	45.66255	-122.638
I live on the East side of this road. every day I have to pull into my driveway I am hoping I don't get rear ended by the cars SPEEDING down the hill. I have seen many people get rear ended pulling into driveways along this road	45.66278	-122.638
the entire cooridor needs a protected bike lane. Cars speed down this street and parked cars are at risk to opening their doors right into bikers. It does not feel safe.	45.66298	-122.639
Missing sidewalks that start and end abruptly with no safe place to cross to the other side	45.66301	-122.636
the speed limit is too low. Creates too much travel delay.	45.66338	-122.638
Speeding cars! Not a raceway. Suggest speed bumps before the hill climbs.	45.66379	-122.636
Turning onto St James here from 58 is really scary because cars are going 50-60 mph and its a hill. So its super dangerous to get on the road	45.66416	-122.638
Drivers travel too fast in this area.	45.6645	-122.638
Need sidewalks	45.6648	-122.636
The vertical grade of this roadway seems to create sight distance issues. I always fear someone driving the wrong way here and by the time you see them, it's potentially too late to avoid collision.	45.66515	-122.638
can be difficult to turn left due to speeding vehicles	45.66547	-122.638
Speeding cars :(45.6657	-122.636
Needs a safe crosswalk and safe intersection for cars with traffic lights here - both driving and walking through this intersection is currently unsafe	45.66573	-122.637
Sidewalk overgrown here.	45.66575	-122.638

Semis and trailers parked here make biking feel unsafe. many times parked into bike lane or trash spills onto bike lane. Bikers are at risk to a door being opened into them.	45.66591	-122.638
Sidewalks could be better here	45.66608	-122.638
slow down traffic on SR 500 to improve the safety of this entire area	45.66617	-122.646
Sidewalks could be better here	45.66629	-122.637
Litter problem here.	45.66632	-122.638
RV campers and homeless leave litter and make the trail seem unsafe to walk alone	45.66639	-122.638
other comments further down suggest this is a popular bike route. I use it all the time on my bike. It needs a bike lane, especially given the large width of the road	45.66641	-122.638
More buffer space between traffic and the parking for cyclists going southbound	45.66646	-122.637
remove the truck and motor home parking. Itâ€™s says noparking	45.66652	-122.638
RVs park along St. James and create a filthy environment. Trash is thrown over the bank and left on sidewalk and road.	45.66653	-122.639
Before adding bike lanes please take a look at this hill. Bikers donâ€™t got this high. No one will use these lanes. Please donâ€™t add.	45.66658	-122.638
the other comment that no one will use these bike panes is ridiculous. many people are commenting that they bike and i personally see many bikers going uphill here. just because you cant ride your bike up the hill doesnt mean others cant or dont.	45.66666	-122.638
Lots of campers parked for months at a time alongside Ellen Davis Trail. The shoulder is narrow for the size of campers that are parked. There is also a litter issue.	45.66662	-122.638
I am afraid to walk Ellen Davis Trail because it doesn't seem safe with all of the RV campers parked along the side of the road.	45.66677	-122.638
Narrow left hand lane	45.66678	-122.637
Trash and urine filled containers from the RVâ€™s are falling down the hill and onto the trail	45.66684	-122.638
Dedicated right hand turn lane onto NE Minnehaha St	45.66684	-122.636
improved left turn lane here would be great	45.66684	-122.637
Left turn lane needs to be widen	45.66684	-122.636
Coming west on Minnehaha to this intersection, there is a "no left" turn sign. Should it also have a "no u-turn" sign? Have seen vehicles make u-turns here.	45.66687	-122.636
Trailhead is nearly inaccessible because of on-street parking.	45.66692	-122.638
Comments from Segment 5 (Minnehaha Street to NE 68 th Street)		
sidewalks covered with bushes and not clean. have to walk on the street	45.66702	-122.638
these traffic lights are too long when turning south.	45.66714	-122.638

Somewhere near this area there was a painfully bad joint between asphalt and concrete where the asphalt had a good 3" lip crossing the road. Riding a bike over this was terrifying in the dark and dangerous. Hoping this was scraped down.	45.66762	-122.637
Bike Lane needed here	45.66807	-122.636
difficult to get to these businesses if going northbound	45.66863	-122.637
Insanely poor bike protection north of 60th street. Roads often littered with dangerous debris. Cars begin to travel over 45mph frequently	45.66881	-122.637
Frankly, riding a bike on this section and north of this area is unpleasant at best & terrifying at worst because of higher driving speeds & no protected bike lanes. I cannot imagine it's fun to walk here or use assistive devices	45.66958	-122.637
center turning lane all along this corridor would improve traffic since it can be difficult to cross traffic when turning either direction	45.67091	-122.637
Very difficult to cross when going northbound to get to 68th	45.67139	-122.637
left turn lane here would help prevent near rear-ends	45.67211	-122.636
Ruts 10" deep from heavy truck traffic	45.67874	-122.626