



To: Emily Benoit, Brett Setterfield, Katherine Stanton, City of Vancouver

From: Alta Planning + Design

Date: November 21, 2024

Re: **St. Johns – St. James Safety and Mobility Project – Phase 2 Community Engagement Summary**

Introduction

The St. Johns – St. James Safety and Mobility Project is studying opportunities 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 options and safety countermeasures such as traffic calming.
- **Phase 3: Project Update** – Share how public input affected the project outcomes and the corridor design options 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 2: Align & Refine and summarizes key takeaways. Table 1 summarizes the engagement events during Phase 2.

Table 1: Engagement Strategies in Phase 2

	Project Survey	Tabling	Canvassing
Location	Online	<ul style="list-style-type: none"> • Daily Deals Market* • C-Tran Bus Stops Route 25 	Businesses (commercial and retail) along the corridor
Timeframe	9/23–10/21	9/30–10/9 Roughly 15 hours	10/10–10/11 Roughly 5 hours
Participants	346	Daily Deals Market: About 20 Bus Stops: About 20	Door to door to all businesses open along the corridor

*Spanish focused with Spanish speaking staff in-person on site.

Key Takeaways

Survey

- On the corridor in different segments, 52% to 66% of survey respondents thought the proposed improvements would significantly, somewhat, or slightly improve safety.
- Among the proposed safety improvements, survey respondents' highest priorities were safer pedestrian crossings, protected mobility lanes, and intersection crossing markings.
- Open-ended comments:
 - Requested speed enforcement, one-way signs, and improved sidewalk maintenance.¹
 - A handful of respondents did not want to move parking lanes or change the configuration to existing vehicular lanes.
 - Survey respondents opposed to the changes are concerned about basic roadway maintenance, crime, and speeding (including racing). Responses expressed sentiments about not using any of the improvements if they only drive to get around.
- The demographics of survey respondents were similar to the respondents from Phase 1. Compared to corridor demographics there were fewer youth (under 18) and seniors (older than 65), people of color, people with less than high school education, and those who had Spanish as their preferred language that took the survey.

Business Canvassing and Tabling

- In-person opportunities on the corridor were helpful to get the word out about the project to residents and also others who lived elsewhere but used destinations on the corridor.
- Businesses, particularly bars, restaurants, and grocery/convenience stores, allowed the project team to talk with their patrons and share information about the project.
- Most people agreed that the proposed improvements would significantly or somewhat improve safety and were largely in support of proposals that would benefit users of all modes.
- Some community members liked the proposals because they did not change the number of travel lanes.

Incorporating Feedback from Phase 1

- Based on the Phase 1 community engagement, an online survey was the primary and most effective method of community engagement based on the number of responses received in Phase 1 (243 responses) and to gather both quantitative and qualitative input. Several in-person events publicized through the same methods were not well attended. In Phase 2, in-person activities, including tabling and business canvassing, were designed to directly engage with community members and direct them to the online survey.
- In Phase 1 engagement, the City newsletter, listserv, and social media posts helped to share project information and encourage people to take the survey, so these were used in Phase 2 as well.
- Materials were translated into Russian in Phase 1, but no survey responses were submitted. There are no Russian or Slavic community organizations in the corridor for specific outreach. Therefore, in Phase 2, materials were translated only into Spanish, and the need for Spanish interpreters was determined based on event location.

¹ Reducing parking lanes and changing the number of traffic lanes are not part of the design concept recommendations or this project, nor have they been, though some open-ended survey respondents did note not wanting these.

Project Survey Summary

A project survey was conducted through an online portal and was open to the public between September 23 and October 21, 2024. Through the survey, community members had the opportunity to provide input on roadway improvements along the corridor and to prioritize improvements for when funding is available for construction. The roadway improvements were shown by segments on the corridor and included a short description along with existing and proposed concept cross sections.

Similar to Phase 1, the survey was publicized through fliers, yard signs along the project corridor, postcards to all addresses within a quarter mile (about 7,800), the City of Vancouver's BeHeard website, the City newsletter, and social media posts. In-person events promoting the survey and encouraging participation included tabling at bus stops and the Daily Deals Market and business canvassing along the corridor. During in-person events, the project team shared project information, distributed fliers, and directed community members to the project website and to the online survey. Students and their families that attend the schools near the corridor were encouraged to take the survey through a Vancouver Public Schools e-flier distribution service called PeachJar.

Community members have signed up for a listserv (about 300 email addresses) on the City of Vancouver project website to keep them informed throughout the project. Promotional materials and survey information were shared through the listserv as well. The online survey was available in English and Spanish.

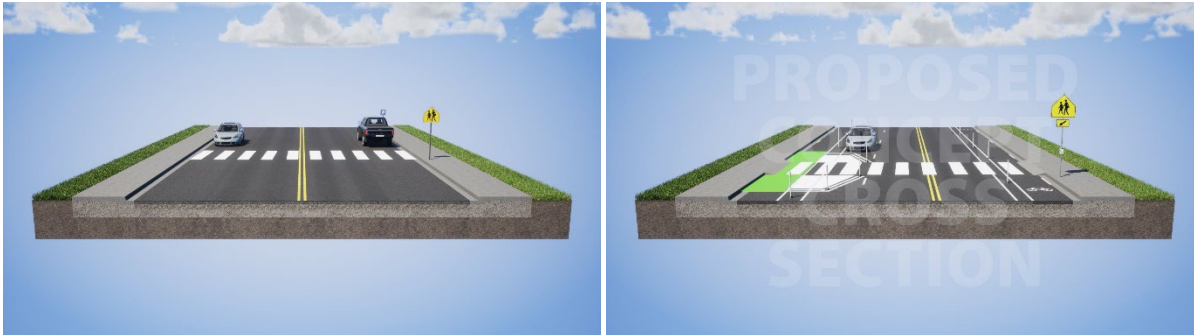
Survey Results

Proposed Designs

Q1: Segment 1A (St. Johns Boulevard): Fourth Plain Boulevard to 29th Street

In Segment 1A, the proposed elements are protected mobility lanes, improved crosswalks, and narrowed travel lanes.

Existing Cross Section (left) and Proposed Concept Cross Section (right)

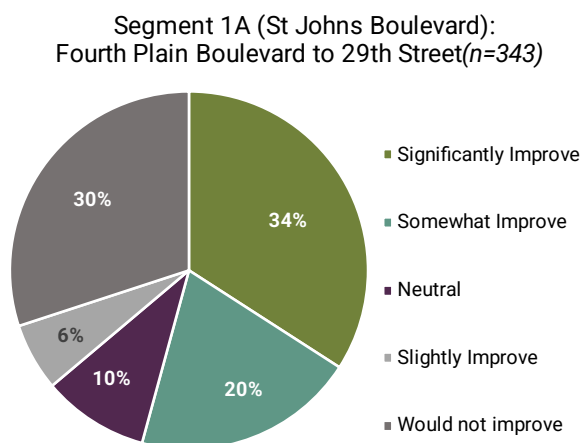


How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **60% of respondents** thought the proposed designs **significantly, somewhat, or slightly improve safety** for all users on this segment of the corridor.
- **30% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **10% of respondents** were **neutral** about the proposed design concepts.

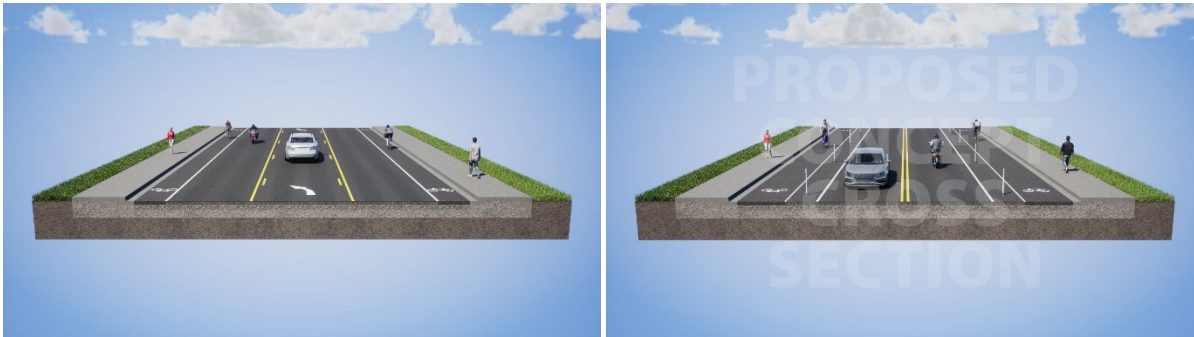
Figure 1: Views on Proposed Design Concepts in Segment 1A (St. Johns Boulevard)



Q2: Segment 1B (Fort Vancouver Way): Fourth Plain Boulevard to 29th Street

In Segment 1B on Fort Vancouver Way between Fourth Plain Boulevard and 29th Street, the proposed elements are protected mobility lanes and center turn lane removal.

Existing Cross Section (left) and Proposed Concept Cross Section (right)



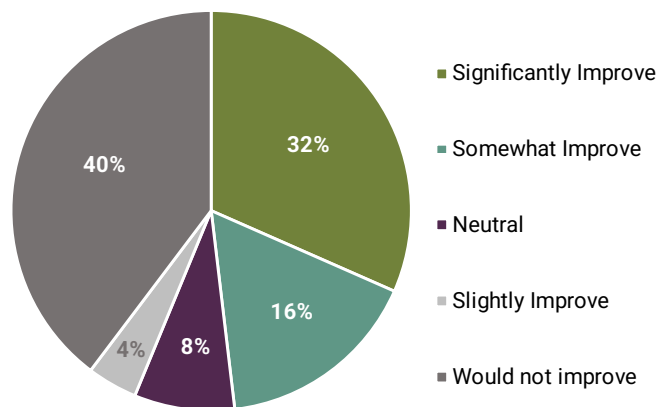
How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **52% of respondents** thought the proposed designs **significantly, somewhat, or slightly improve safety** for all users on this segment of the corridor.
- **40% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **8% of respondents** were **neutral** about the proposed design concepts.

Figure 2: Views on Proposed Design Concepts in Segment 1B (Fort Vancouver Way)

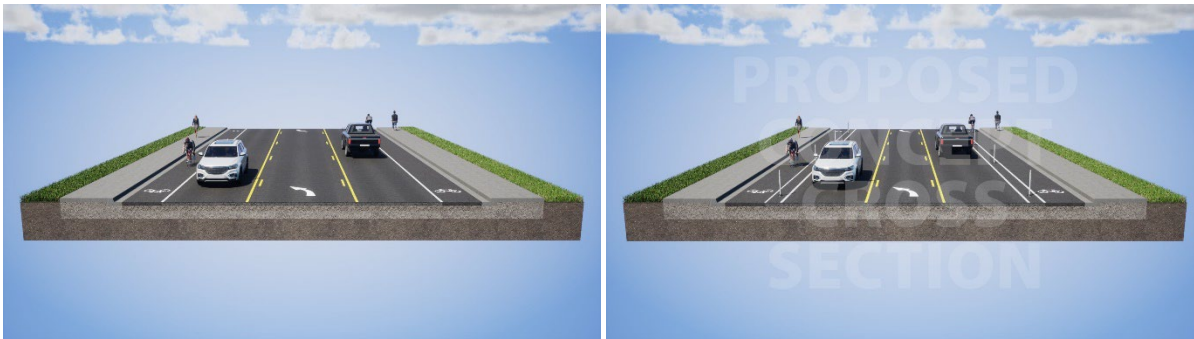
**Segment 1B (Fort Vancouver Way):
Fourth Plain Boulevard to 29th Street (n=345)**



Q3: Segment 2 (St. Johns Boulevard): Fort Vancouver Way to Petticoat Lane

The northern part of this segment crosses over SR 500, which has two vehicle travel lanes and multiple turn pockets for the on- and off-ramps, which will not be changed as part of this project. In Segment 2, the proposed elements are protected mobility lanes and narrowed travel lanes.

Existing Cross Section (left) and Proposed Concept Cross Section (right)

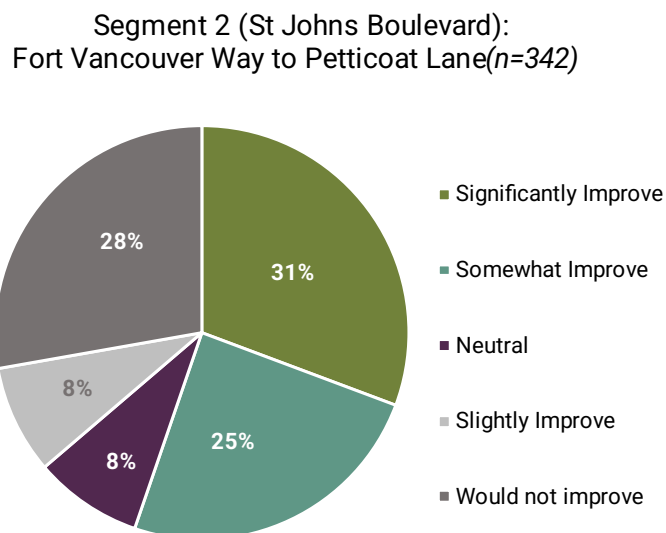


How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **64% of respondents** thought the proposed designs **significantly, somewhat, and slightly improve safety** for all users on this segment of the corridor.
- **28% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **8% of respondents** were **neutral** about the proposed design concepts.

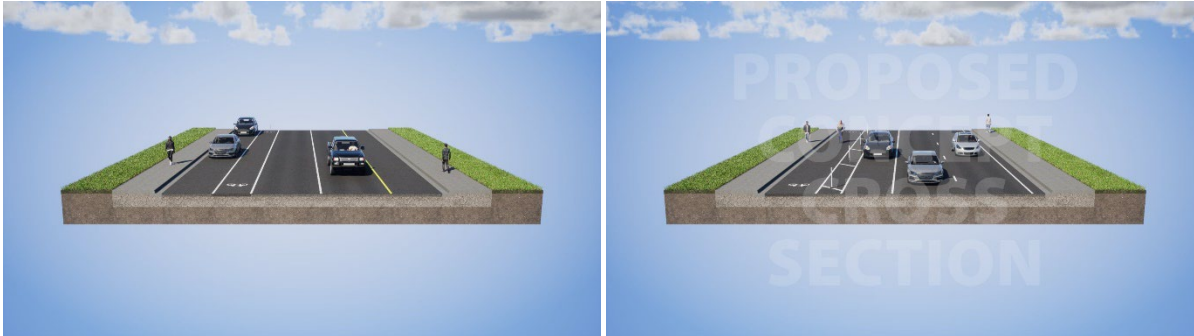
Figure 3: Views on Proposed Design Concepts in Segment 2 (St. Johns Boulevard)



Q4: Segment 3 (St. Johns Road and St. James Road): Petticoat Lane to 49th Street

In Segment 3, St. James Road and St. Johns Road have one-way traffic only in each direction. The proposed elements are protected mobility lanes and narrowed shoulders.

Existing Cross Section (left) and Proposed Concept Cross Section (right)

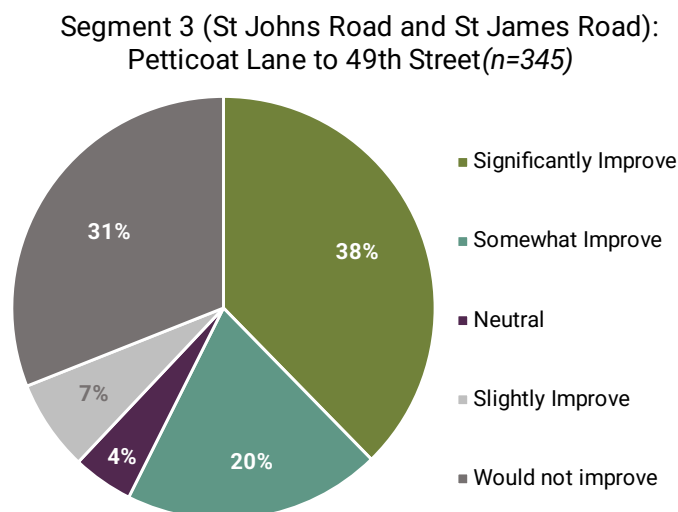


How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **65% of respondents** thought the proposed designs **significantly, somewhat, and slightly improve safety** for all users on this segment of the corridor.
- **31% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **4% of respondents** were **neutral** about the proposed design concepts.

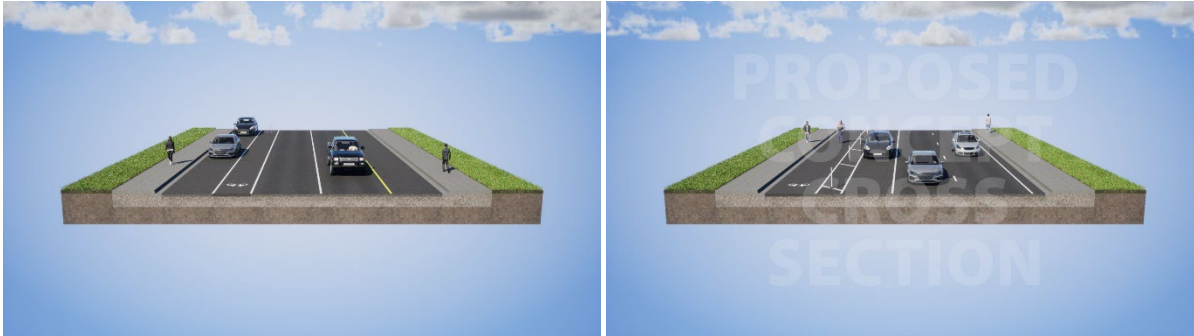
Figure 4: Views on Proposed Design Concepts in Segment 3 (St. Johns Road and St. James Road)



Q5: Segment 4 (St. Johns Road and St. James Road): 49th Street to Minnehaha Street

In Segment 4, St. James Road and St. Johns Road have one-way traffic only in each direction. The proposed elements are protected mobility lanes and narrowed shoulders.

Existing Cross Section (left) and Proposed Concept Cross Section (right)



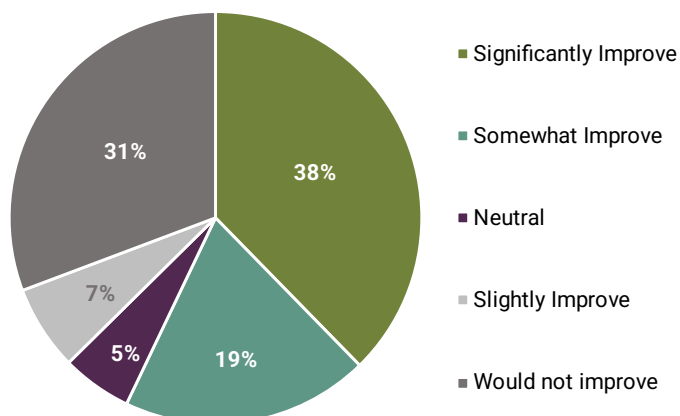
How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **64% of respondents** thought the proposed designs **significantly, somewhat, and slightly improve safety** for all users on this segment of the corridor.
- **31% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **5% of respondents** were **neutral** about the proposed design concepts.

Figure 5: Views on Proposed Design Concepts in Segment 4 (St. Johns Road and St. James Road)

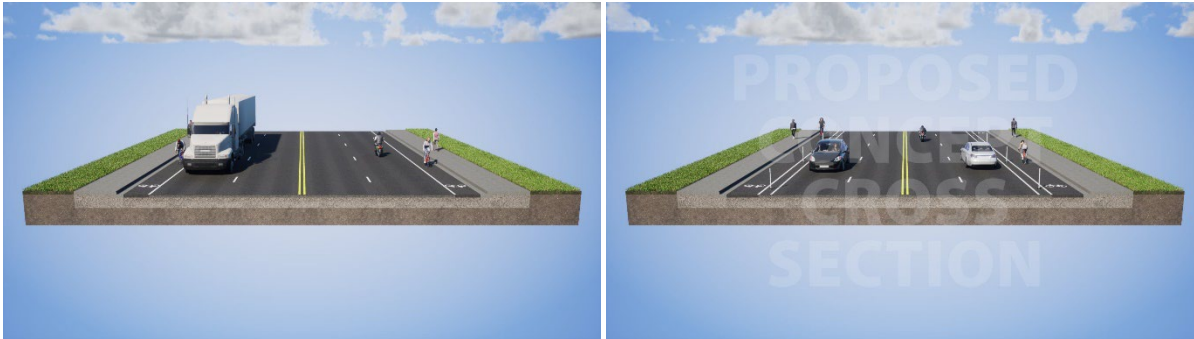
**Segment 4 (St Johns Road and St James Road):
49th Street to Minnehaha Street (n=345)**



Q6: Segment 5 (St. Johns Road): Minnehaha Street to NE 68th Street

In Segment 5, the proposed elements protected mobility lanes and narrowed travel lanes.

Existing Cross Section (left) and Proposed Concept Cross Section (right)



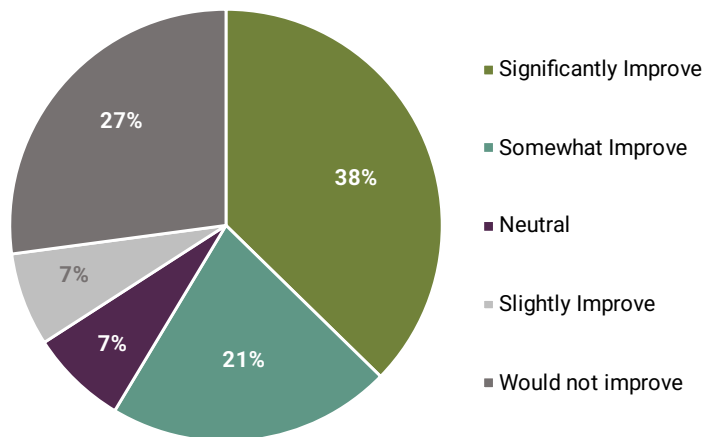
How well do you think these proposed design concepts improve safety for all users on this segment of the corridor?

Survey Response:

- **66% of respondents** thought the proposed designs **significantly, somewhat, and slightly improve safety** for all users on this segment of the corridor.
- **27% of respondents** thought the proposed designs would **not improve safety** for all users on this segment of the corridor.
- **7% of respondents** were **neutral** about the proposed design concepts.

Figure 6: Views on Proposed Design Concepts in Segment 5 (St. Johns Road)

Segment 5 (St Johns Road):
Minnehaha Street to NE 68th Street(n=343)



What Would You Want Built First?

Q7: Which of the proposed safety improvements are most important to you?

(Rank from 1 to 6, with 1 as the most important type of improvement and 6 as the least important)

Safer pedestrian crossings – such as median islands in the roadway, pedestrian-activated flashing beacons, and/or high-visibility crosswalk striping in intersections where many people walk, near bus stops or other important destinations.

Protected mobility lanes – such as physically protected lanes for people biking, riding scooters, or other small, wheeled mobility devices. Typically protected with plastic, flexible posts and painted buffers.

Intersection crossing markings for bikes and small mobility – such as green paint through intersections or at higher bicyclist and pedestrian volume intersections across the corridor.

Traffic calming measures – such as safer lane widths to help reduce speeding, mobility lane buffers with vertical separation, and curb extensions.

Floating bus stops – such as raised concrete or modular island serving as the passenger boarding area separated from the sidewalks with a mobility lane.

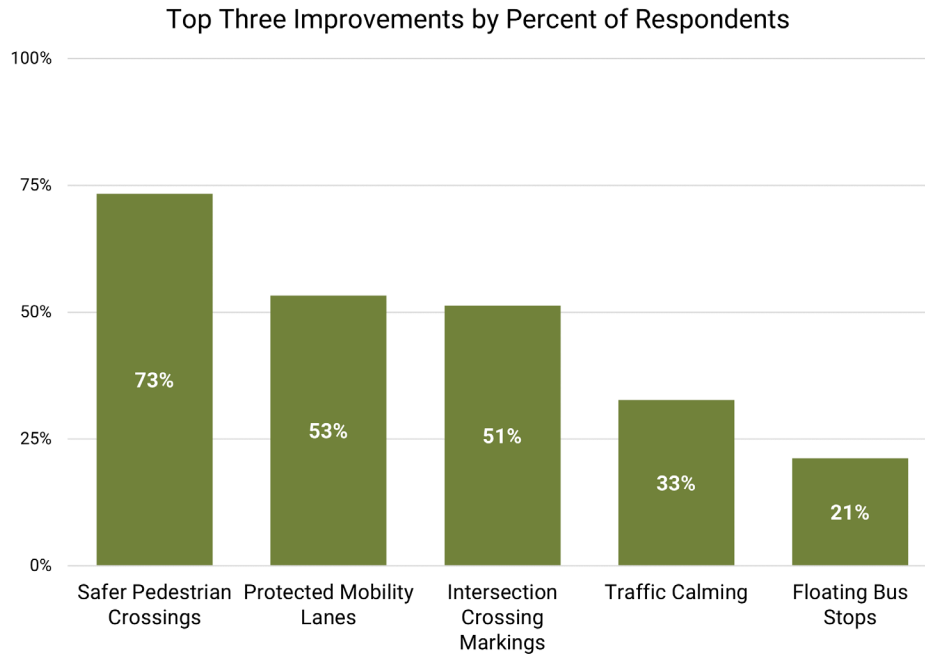
Other: _____

Survey Response:

- Safer pedestrian crossings came up at the top with 73% of respondents choosing it as the top 3 proposed safety improvement.
- About 50% of respondents chose protected mobility lanes and intersection crossing markings as their top 3 proposed safety improvement.
- 33% of respondents chose traffic calming and 21% chose floating bus stops as their top 3 proposed safety improvement.

Open-ended comments requested speed enforcement, one-way signs, and improved and better maintenance of sidewalks. A handful of respondents did not want to move parking lanes or change the configuration to existing vehicular lanes. All the open-ended responses are in the **Appendix** at the end of this document.

Figure 7: Top Priorities for the Proposed Safety Improvements



Who Took the Survey?

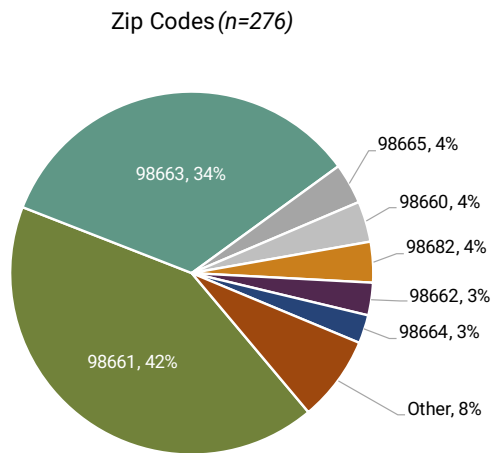
At the end of the survey, respondents could choose to share information about their background, including age, gender, education, income, and their race or ethnicity, among others. This information will help evaluate and inform equitable community engagement in the project planning process by comparing respondent demographic representation with existing census information.

Zip Code

Q8: What is your zip code? (Figure 8)

- 76% of the respondents were from two zip codes: 98661 and 98663. These zip codes are located along the eastern and western sides of the corridor, respectively.
 - In Phase 1 engagement, respondents from the two zip codes, 98661 and 98663, constituted to 83% of respondents.
- This illustrates that the project was able to successfully reach community members living in the area because communication materials like postcards and yard signs were targeted towards residents in and around the corridor. Also, many of the patrons of the businesses targeted while canvassing lived near the project corridor.

Figure 8: Survey Respondent Zip Codes



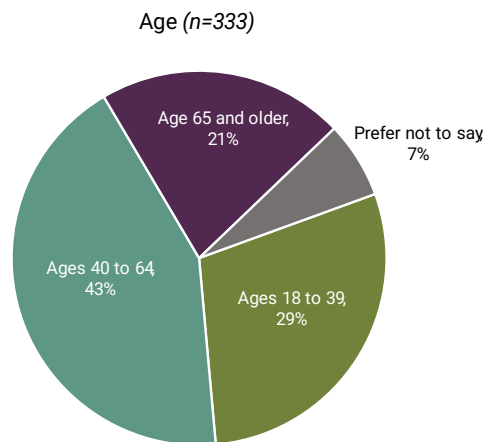
"Other" includes eleven zip codes with 1% or fewer respondents.

Age

Q9: Which category below includes your age? (Figure 9)

- Respondents from a wide range of age categories took the survey. The highest number of survey respondents, with 43%, were people between 40 and 64 years of age.
 - In Phase 1, the same percentage of respondents between 40 and 64 years of age took the survey.
- People between 18 and 39 years of age represented the second highest proportion (29%) of survey respondents.
 - In Phase 1, 39% of respondents between 18 and 39 years of age took the survey.
- Seniors (those older than 65) constitute 21% of the respondents. The survey was open to people of all ages, but none of the respondents were under 18 years of age.
 - In Phase 1, 16% of respondents were seniors.
 - Based on the corridor demographics, all the census tracts in and around the project corridor have a combined youth and senior population of over 25%.

While the fliers were shared through PeachJar, the project team had challenges organizing tabling events in schools which could have affected getting survey responses from those under 18 years of age. Figure 9: Survey Respondent Age

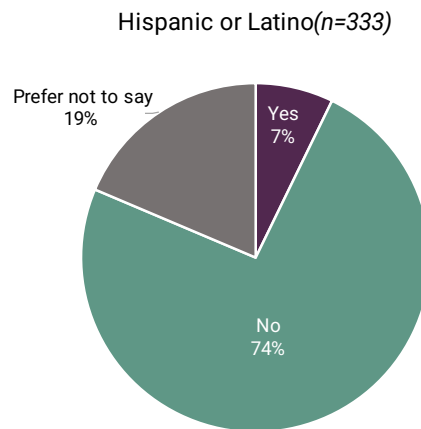


Hispanic or Latino

Q10: Are you of Hispanic or Latino descent? (Figure 10)

- 7% of respondents identified as Hispanic/Latino.
 - In Phase 1, 11% of respondents identified themselves as Hispanic or Latino.
 - In the census tracts in and around the corridor, 17% of the population identify as Hispanic.
- 74% did not identify as Hispanic/Latino and 19% preferred not to say.
 - In Phase 1, 89% of respondents did not identify themselves as Hispanic or Latino.
- All materials were available in English and Spanish. In an effort to reach more Latino community members, the project team tabled at bus stops and at the Daily Deals Market with Spanish interpreters. Some feedback was received tabling even if people didn't complete the survey.

Figure 10: Survey Respondent Latino/Hispanic Descent

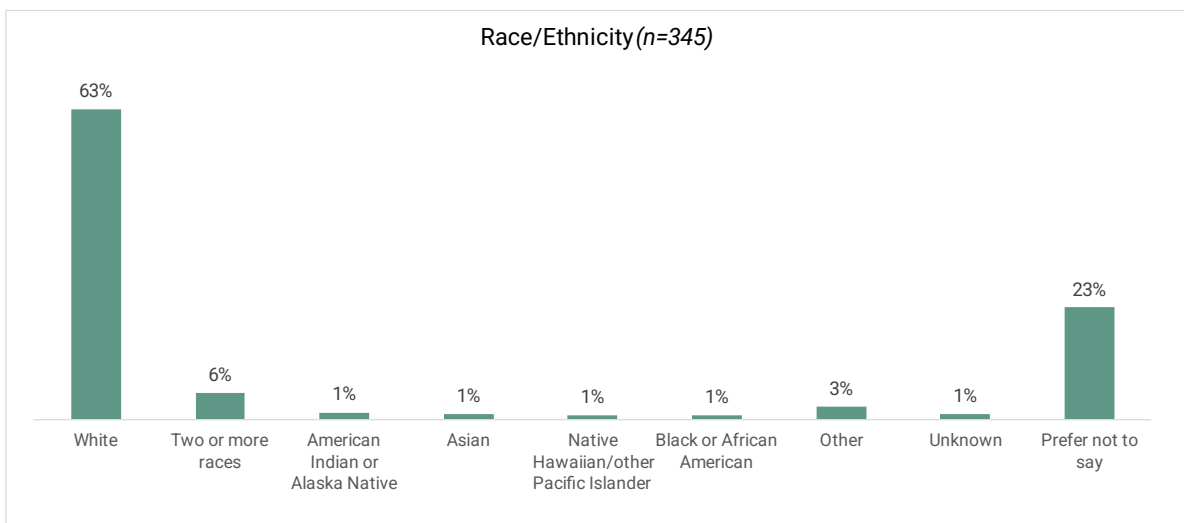


Race

Q11: Which racial designations below best describe you? (Choose all that apply.) (Figure 11)

- 63% of survey respondents identified as White.
 - In Phase 1, 62% of respondents identified themselves as White.
- The racial designations of respondents include Asian (1%), Black or African American (1%), American Indian or Alaska Native (1%), Native Hawaiian/other Pacific Islander (0.5%), and two or more races (3.3%).
 - All census tracts in the study area had 17% or more people of color with census tracts 417 and 427 having over 40% concentration of people of color.
- 23% of respondents preferred not to say.

Figure 11: Survey Respondent Race

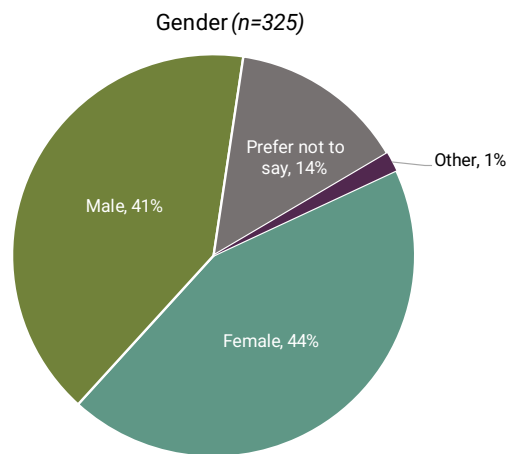


Gender

Q12: Which gender do you identify as? (Figure 12)

- Among the survey respondents, 44% identified as female, and 41% identified as male.
 - In Phase 1, male and female respondents are equally represented with 44% each.
- 14% preferred not to say. In the open-ended “other” option, two respondents identified as nonbinary, and one identified as gender fluid.

Figure 12: Survey Respondent Gender

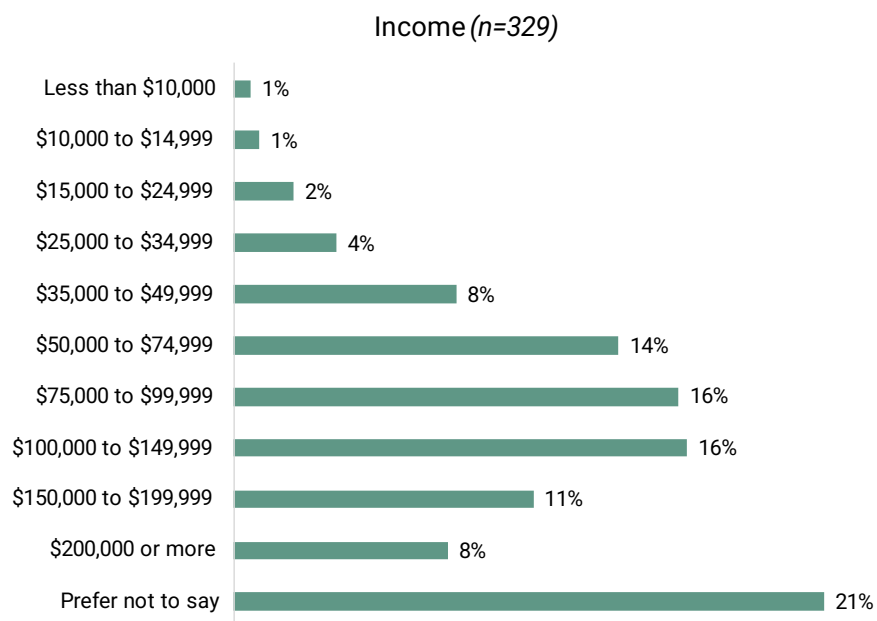


Annual Household Income

Q13: What is your annual household income? (Figure 13)

- 16% of the respondents earned an annual household income of less than \$50,000.
 - In Phase 1, 14% of respondents earned less than \$50,000.
- 19% had an annual household income of over \$150,000.
 - In Phase 1, 28% of respondents had an annual household income over \$150,000.
- Respondents with an annual household income of \$50,000 to \$99,999 were 30%, and those with \$100,000 to \$149,999 were 16%.
- 21% preferred not to say.

Figure 13: Survey Respondent Income

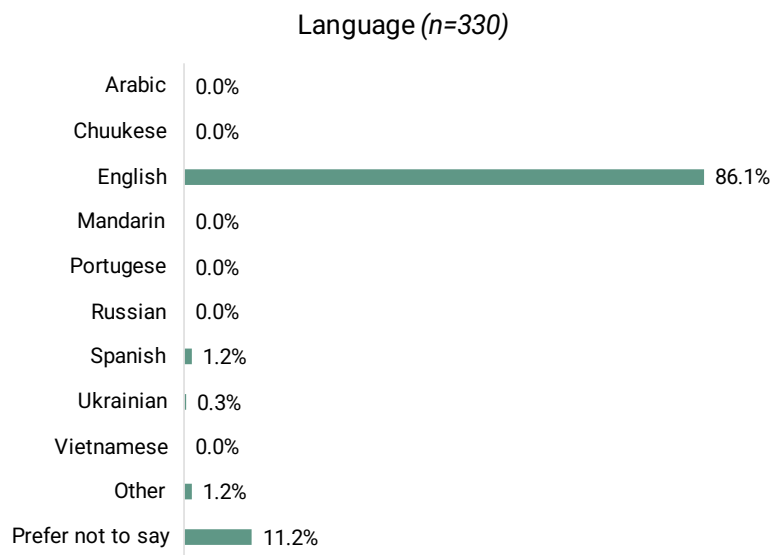


Languages Spoken at Home

Q14: Which language do you speak most at home? (Figure 14)

- 86% of respondents spoke English most at home.
 - In Phase 1, 84% of the survey respondents spoke English most at home.
- 1% of respondents spoke Spanish most at home.
 - In Phase 1, 2% of respondents spoke Spanish most at home.
 - Three census tracts in and around the study area had 10% or more populations who speak English less than “very well” and have Spanish as their preferred language.
- Ukrainian was spoken by one survey respondent (0.3%).

Figure 14: Survey Respondent Language

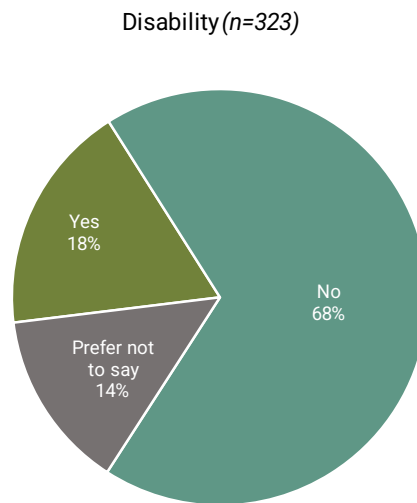


Disability

Q15: Do you experience a disability? (Figure 15)

- 68% of respondents did not experience a disability.
 - In Phase 1, 73% did not experience a disability.
- 18% of respondents experience a disability.
 - In Phase 1, 15% said they experience a disability.

Figure 15: Survey Respondent Disability Status



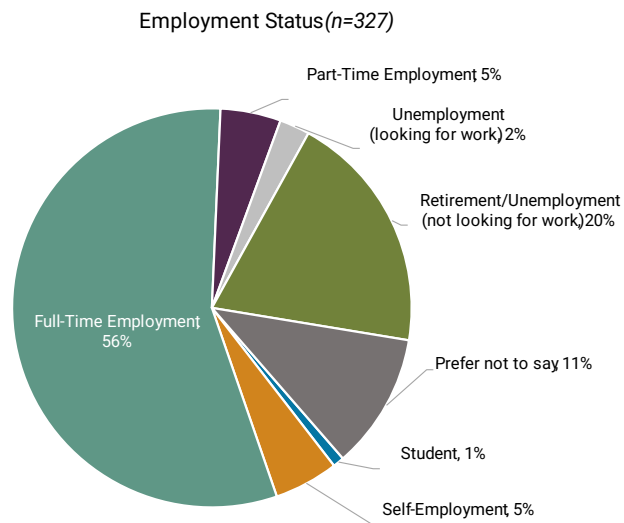
Employment Status

Q16: What is your employment status? (Figure 16)

Among the survey respondents:

- 56% were employed full time, and 5% were employed part time.
 - In Phase 1, 55% were employed full time, and 7% were employed part time.
- 20% were retired/unemployed (not looking for work), and 2% were unemployed (looking for work).
 - In Phase 1, 18% were retired/unemployed (not looking for work).
 - The population demographics of the census tracts in and around the corridor include 4% unemployed, and 12% retiree populations.

Figure 16: Survey Respondent Employment Status



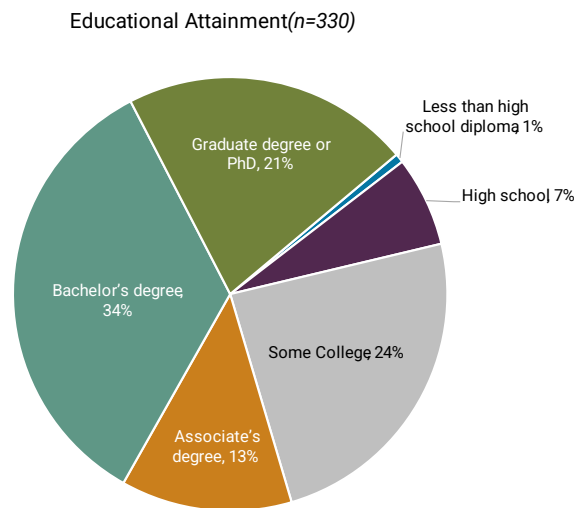
Highest Level of Education

Q17: What is your highest level of education? (Figure 17)

Among the survey respondents:

- 55% had a bachelor's degree, graduate degree, or PhD.
 - In Phase 1, 57% had a bachelor's degree, graduate degree, or PhD.
- 7% of respondents noted high school as their highest level of education, and 15 had less than high school diploma.
 - In Phase 1, 5% of the respondents noted "high school" as their highest level of education.
 - Most census tracts around the corridor had 30% or more populations with less than high school education.

Figure 17: Survey Respondent Level of Education



Tabling and Business Canvassing

The project team conducted five tabling events in different locations along the corridor: the Daily Deals Market, several bus stops along route 25 including Fort Vancouver Way and 25th Street (Bus Stops ID: 974 and 1031), St. Johns Road and Petticoat Lane (Bus Stops ID: 978), and St. James Road and 52nd Street (Bus Stops ID: 1023). For business canvassing, the project team went to businesses throughout the length of the project corridor to talk with community members, share fliers and direct them to the online survey. Daily Deals Market is a locally known location for affordable food and household items so draws many lower income community members, both those who live near the project corridor but also from other parts of the area. The tabling at the Daily Deals Market was a focus for Spanish speakers, so a Spanish interpreter was present. Bus stops were targeted because we were aiming to reach transit users along the corridor. The project team went to the businesses on the project corridor including Rosemere Tavern and Victor 23 Brewing, to reach community members who may not necessarily live on the corridor but travel through and use destinations in the corridor. St. Johns Mini Mart, a small convenience store and neighborhood hub, was a particularly welcoming business for posting flyers and future tabling events. Each event was about two to three hours and was conducted by two members of the project team at a time.

During tabling and business canvassing events, the project team spoke with community members and distributed fliers and posted them in local businesses. In the Daily Deals Market, the project team displayed a board with all the concept options to spark conversation with the community members while also encouraging them to take the survey. The goal was to talk with community members about the proposed concept design options and direct them to the survey and the project website. The online survey served as a one-stop to collect feedback as it helped respondents compare the existing and proposed design options and provide their input. While businesses were largely in support of the proposals, some shared concerns on how the construction activities associated with the proposals might affect their business.



Images of the project team tabling at the Daily Deals Market



Images of fliers posted on business entrances during canvassing.

Connecting with Nearby Schools

The project team reached out to staff at Washington Elementary School and Minnehaha Elementary School to inquire about the opportunity to table and share about the project to get input from students, teachers, and staff on the proposed concept design options. The schools either did not respond or would prefer not to have the project team on campus during arrival and dismissal times. The project flier was shared through PeachJar with all schools in the project area.

Communication Materials

A variety of communication strategies were used to share information about the project and to direct community members to the project website and online survey. As in Phase 1, the project website was the main digital location to learn about the project and upcoming engagement activities and take part in the survey.

Facebook and Instagram were also used to communicate about the project with the broader community and 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 2. Some samples of the communication materials used are included below.

Table 2. Communication Materials

Type of Communication Materials	Numbers	Timing	Target Audience
Fliers	About 200	September - October	General public in the City of Vancouver
Postcards	7,760	September	Residents and businesses in the corridor
Yard signs	50	September	Residents and businesses in the corridor
Social media (Instagram, Facebook)	3 for survey promotions.	September - October	General public in the City of Vancouver

Postcard (in English and Spanish)

St. Johns–St. James Safety and Mobility Project

Proyecto de Seguridad y Movilidad de St. Johns–St. James

CITY OF Vancouver WASHINGTON

St. Johns–St. James Corridor Segments

The St. Johns–St. James Safety and Mobility Project proposes changes to improve safety and mobility for all users on the roadway.

El Proyecto de Seguridad y Movilidad de St. Johns–St. James propone cambios para mejorar la seguridad y la movilidad de todos los usuarios en la carretera.

Let us know if we are on the right track with the proposed roadway improvements.

Haznos saber si estamos en el camino correcto con las mejoras viales propuestas.

Do these improvements address the safety concerns? What improvement is most important?

¿Estas mejoras abordan los problemas de seguridad? ¿Qué mejora es la más importante?

Take the design survey! Simply scan the QR code

¡Responde nuestra encuesta! Simplemente escanea el código QR

Fliers (in English and Spanish)



Take the St. Johns–St. James Design Survey!

The St. Johns–St. James Safety and Mobility Project proposes changes to improve safety and mobility for all users on the roadway.

Scan the QR code to learn more!





¡Responde nuestra encuesta de diseño de St. Johns–St. James!

El Proyecto de Seguridad y Movilidad de St. Johns–St. James propone cambios para mejorar la seguridad y la movilidad de todos los usuarios en la carretera.

¡Escanea el código QR para más información!





This spring, we heard from more than **260 community members** about their transportation concerns and needs.

Let us know if we are on the right track with the proposed roadway improvements! Learn about proposed designs, for each segment of the corridor in the survey.

Would these changes meet your needs? What is most important?

Take the design survey on the project website!



St. Johns Blvd north of Fort Vancouver Way and south of NE 33rd St with existing roadway (left image) and a proposed concept cross section (right image).

Stay connected!

Sign up for email updates and learn more about the project at: BeHeardVancouver.org/SJ-SJ

Questions? Or to request accessible formats or other languages, contact: VancouverMoves@CityofVancouver.us
360-487-8000 | WA Relay: 711



Esta primavera, escuchamos a más de **260 miembros de la comunidad** sobre sus preocupaciones y necesidades de transporte.

¡Haznos saber si estamos en el camino correcto con las mejoras viales propuestas! Conoce los diseños propuestos para cada segmento del corredor en la encuesta.

¿Estos cambios satisfarían tus necesidades? ¿Qué es lo más importante?

¡Responde la encuesta de diseño en el sitio web del proyecto!



St. Johns Blvd al norte de Fort Vancouver Way y al sur de NE 33rd St con la carretera existente (izquierda) y una sección transversal del concepto propuesto (derecha).

¡Mantente conectado!

Regístrate para recibir actualizaciones por correo electrónico y obtén más información sobre el proyecto en: BeHeardVancouver.org/SJ-SJ

¿Preguntas? O para solicitar formatos accesibles u otros idiomas, ponte contacto con: VancouverMoves@CityofVancouver.us
360-487-8000 | WA Relay: 711

Yard Signs on the Project Corridor (in English and Spanish)



Transportation and Mobility Commission Workshop

Project updates, including the initial Phase 2 engagement summary and activities, were shared with the Transportation and Mobility Commission (TMC) during the October 29, 2024 meeting. Overall, commissioners understood the project direction, confirmed what had been heard from the community to improve safety on the corridor, and were supportive of the proposed concept design options. Commissioners provided input to:

- Include and document the continuation of the mobility lane at St. Johns Boulevard and 33rd Street, and in coordination with the 29th Street and 33rd Street Safety and Mobility Project.
- Assessing the sight distance and visibility at the intersections of St. Johns Road and St. James Road with Cherry Street.

The next TMC meeting will be a Public Hearing to share a summary of the Phase 2 community engagement, the process and outcomes of the Illumination Study, and take action on the Concept Design Options Report.

Appendix

Survey – Open-Ended Responses

Question 7 in the survey gave the respondents an option to add in open-ended responses. The responses are included verbatim (not edited for grammar) below.

Q7: Which of the proposed safety improvements are most important to you?

Open-Ended Responses:

- Speed enforcement
- Stop taking away vehicle lanes. Expand the ped lanes away from street instead
- Outreach and education for bicyclists so they know the traffic laws they need to follow
- Cameras to monitor speeders. Cars are going way too fast!
- Speed reduction and enforcement on St John's/St James
- Speed control is the most important
- Speed and parking control along St James and St Johns
- Reduce the speed limit to 25 mph on ALL sections. At least drivers then would go only 35 or 40 mph? Currently most accelerate to 45 or fifty at 44th Street intersection. I've only lived here 1 year, while four crashes have occurred at that location. The Large 18 wheel trucks are the only ones that drive the speed limit.
- Traffic enforcement of existing laws would go a long ways. You already tried bike lanes and ped islands on 33rd Street to SLOW traffic and instead it failed. We have more speeders than ever. Put boots to the ground and write citations, enforce traffic laws. All these feel good measures still won't stop problems until there is enforcement. The city is 43 mil in the hole where is all this money coming from? Everyone needs to learn to co exist, if your are going to put walk these special things in for bikes, time to start licensing them.
- Connected sidewalks
- Hard to visualize from your drawings. Real time photos would show/explain better. Like what would intersection where Ft Vancouver Way, St Johns and 29th Street meet. Bad corners.
- More/ better street lighting
- Some of these do not fit for st j or j. This road is not like a downtown street as you show in some of the pictures are you going to lower the speed limit? Are you going to enforce regulations?
- Reduce speeding, running STOP signs/lights, wrong way on 1-way.
- You really don't give people choices.
- seems like roundabouts really slow traffic. i notice a major challenge is through-motorists in the neighborhood speeding through. i support all interventions that eliminate the option of speeding in a neighborhood
- Sidewalks along the entire cooridor. Many sections don't even have sidewalks. Lets start there!
- 2 or more lane one-ways encourage speeding, and these roads are everywhere in Vancouver. These should be narrowed to a single lane or converted into 2-way with a center turn lane.
- Vertical separation should be robust enough to protect anybody outside of a vehicle from an unattentive driver

- Just leave it alone, there is nothing wrong with this stretch of road!!!!
- DO NOT REMOVE LANES
- Improving sidewalks to ensure they are continuous within the corridor
- Leave as is
- one of these will help address the real problem. Need more economic development. All national chains have fled this area. Which had nothing to do with bike lanes.
- Visibility at intersections
- Painted bike lanes. Keeping lanes free of glass.
- Better monitoring of high speed vehicles. Some are driving 20mph or more above posted limits. 0
- Traffic Light at 44th and St James for safety getting south of Sr500 since the intersection of Sroo and Falk was removed.
- Clean up around signage on 60th street between st. John's and st. James
- Flashing 'Wrong Way' signs to help prevent people driving the wrong way on one way streets
- There need to be a stop light at St. John's Road and 54th street to facilitate school traffic going to Minnehaha Elementary. There are many cars that turn left there, and many cars that need to cross the intersection straight to reach the school. The curve in the road makes it very difficult to judge the speed of traffic on St. John's at this intersection.
- Racing is a huge problem, that is not addressed here.
- There will be more E-bikes in the future. Protect and improve bike lanes.
- Eliminate center turn lanes
- Red light cameras and frequent speed controls
- Anti camping measures
- More ONE WAY/WRONG WAY signage. Arrows on roadways. Too many wrong way drivers unfamiliar with the area.
- Sidewalks on ST John's/ James and connecting streets
- Speed traps and shockingly expensive tickets.
- Smart traffic lights and pedestrian signals
- Bike lanes painted, the average motorist is NOT smart
- Need a traffic light at 51 st ASAP I've seen too many accidents and deaths at that corner.
- Traffic light at 45th St and St Johns. We are all seniors at Peppertree Village and getting out onto or crossing St Johns during rush hours is risky.
- Stop lights for pedestrians.
- Keep things the same. Most of these proposals are just boondoggles that make traffic and safety worse.
- 2 MAJOR problems in our corridor, Derelict RV's and homeless and Wrong Way Drivers and no bike lane or bus stop is going to stop either of these problems.
- middle raised borders are a hazard, especially when covered with snow, it is easy to get on the wrong side and cause a head on traffic accident, or destroy your undercarriage. these new marking designs on fourth plain are confusing, we need ed. on how to drive on them! though haven't noticed it slowing down traffic yet...

- None of these seem like priorities for the public. The public is less concerned about changing this road for bicyclists and people crossing the street and is more concerned about potholes, traffic calming measures in neighborhoods and improving the flow of traffic.
- The proposed plan eliminates parking and a buffer from traffic from the houses on one side of the street. I live on the side of the street that would lose the parking lane/buffer. It also means it would
- The proposed design eliminates a parking lane in front of my house and eliminates the buffer space between traffic and my house. It would make it difficult and dangerous to back out of my driveway and would give nowhere for my guests to park. I'm afraid it would make the road less accessible and dangerous for anyone who lives on that side of the road. I would feel safer with what fourth plain now has. One lane for traffic and one the bus with parking lanes built in in front of houses.
- Overpass for pedestrians and bicyclists at burnt bridge creek trail intersection at St. Johns road
- Destroying the movement of traffic - is not a good idea - these streets already have sidewalks
- Don't change anything. Save my tax dollars and fix the roads first
- Lower the speed limit and improve and maintain sidewalks from barriers and overgrowth..
- The cross walks between 4th plain and 500 need more attention the curve in the road makes a lot going on and attention needs to be given on where is the safest place to cross along with lights and perhaps speed bumps to make drivers see the cross walk and people. 28th st is used a through fair because there r not any stop signs or speed bumps
- Just the crosswalks. The bike lanes and traffic pattern on 4th plain are terrible. Don't ruin St Johns/James too.
- Would like to see more permanent barriers in place between the road and bike lane/walkways. As pictured, cars could easily plow through pictured barriers. Also, some intersections don't have auditory crossing sounds (ex, st. JOHNS-SR 500 offramp... My daughter and I attempted to walk this intersection on our green light and 3 cars blew through our crosswalk before someone finally stopped.
- Street parking is important, this street has a lot of apartments and businesses.
- Let's blow a bunch of money of crap we don't need!!!!
- The big problem is traffic exceeding the speed limit
- Anything to slow vehicles down! There hitting 50-80 miles per hour on these roads. Make 4 way stops where traffic signals are. Thank You
- Additional measures to encourage drivers to slow down, such as handing out speeding tickets on a regular basis.
- Installed Speed signs or enforcement signs to deter significant speeders.
- Buffered bike lanes that are wide enough to be cleared by street sweepers to regularly remove debris
- better enforcement of traffic speed.
- Don't change a thing. Those bus only lanes on 4th Plain is the most idiotic idea ever devised in the history of civil planning.
- End overnight camping tigs
- Things that sloooooow down traffic, especially southbound from Minnehaha to 52nd. They scream coming up that hill and it's hard to see them if they're going fast.
- Improve the intersection of St Johns Rd/NE 39th St. There is not enough roadway width on 39th for vehicle turning movements. WB longer trucks and school buses conflict with EB passenger cars when making turn

movements. The grade of 39th is also very steep and makes it difficult to enter onto St Johns from a stop. There are also storm drainage issues at the NE corner of the intersection.

- Fix the side roads that are full of pot holes and haven't been addressed for approximately 30 years.
- I see no reason to have on-street parking from Petticoat Lane to 49th
- Ppl need to slow the f*ck down on St. James & St. Johns!!!
- Parking on both sides of the road
- Speed reader boards. Cameras, and very expensive speeding tickets, like \$5K and up.
- Please get rid of two way left turn ways (aka sui*ide lanes!)
- I understand the need for improved roads but this is ridiculous. It's too busy
- Over head lights rely on driver compliance. Physical changes to the road are more effective to slow drivers down for safer streets
- Leave it be. Why take comments when it makes no difference in what is done. STOP taking lanes away from vehicles in a growing area
- Better sidewalks
- Dejen de andar jodiendo nuestras calles y pónganse a trabajar en reducir los homeless. Todo este proyecto es un pinche desperdicio de lana
 - The respondent not in favor of the concepts, and that they want the city to focus on houselessness.
- more stupid stuff from the bozos @ the city
- Narrowed vehicle lanes is not a safe solution and mixing bicycle traffic into road traffic is a recipe for disaster. Bikes belong on the sidewalk and not on the road. This is a major north south freight thoroughfare and traffic calming measures will make it harder for trucks and delivery vehicles to traverse this stretch of roadway. The proper way to ensure pedestrian safety is through an educational program that informs pedestrians that they need to cross at marked crosswalks and not just stop and run into traffic wherever they please. Drivers should be focused on the road and not brainless idiots that wander out in the road whenever and wherever they please. The city and the county need to stop fucking with our roads.
- Those white sticks last about a week
- N/a
- Traffic enforcement of existing laws would go a long way. You already tried bike lanes and ped islands on 33rd Street to SLOW traffic and instead it failed. We have more speeders than ever. Put boots to the ground and write citations, enforce traffic laws. All these feel good measures still won't stop problems until there is enforcement. The city is 43 mil in the hole where is all this money coming from? Everyone needs to learn to co exist, if you are going to put walk these special things in for bikes, time to start licensing them. We have already had bike lanes and ped islands forced upon us and they DON'T WORK, you are planning on taking out the pedestrians islands you installed so you wasted money. Stop this insanity and stop taking vehicle travel lanes away.
- We must come up with a sustainable Improvement that slows people down on St James and St John's between 68th Street and sr500
- So called improvements are making our streets unusable
- Do not remove lanes
- Nothing, every change is making things more dangerous or does nothing valuable
- 4th plain is a mess, don't repeat.

- 4th plain change is horrible!!!!!! It will cause more accidents and confusion!!!!!!!!!!!!!!
- Quit putting in bike and bus lanes and making 2 lane roads
- I live on this corridor and I see maybe one cyclist a day, if that. These are extreme changes that will greatly affect an already busy road and will not increase cycle use or safety. We already have bike lanes. Where is the data that supports this change? Fatalities? Accidents? This is too extreme and does not seem supported by the majority of users.
- Leave them the way they are
- Quit taking lanes from the cars, there's too many people in this city to cut back on lanes. Y'all keep building apartments and packing us in like sardines and then you take lanes away, if you're trying to promote public transportation it's not working, it's just upsetting people and creating more traffic for everyone.
- Don't remove cars omg!!!
- Pull out areas for bus stops to not interfere with traffic and bus stops that are not directly after an intersection while going with traffic flow.
- This is all poor planing. Stop taking away our driving lanes and worrying about bicycles and pedestrians. They can look out for themselves. The city bus does not need their own lanes. This is all stupid and is making Vancouver a less sought after place to live.
- Cars first priority
- Quit doing stuff that makes more traffic already enough
- Build more car lanes, make them wider
- Stop messing with the cities roads! So many changes that have happened recently are unnecessary and making traffic worse!
- Reduce speeding with mobile speed camera presence
- Nothing wrong with existing road, least it along.
- Increased traffic enforcement funding
- Adding additional routine road cleaning procedures to remove road debris from bike lanes.
- Leave as is, except add ADA curbs and improved crosswalk signage and paint. Do NOT paint any green. A waste of precious dollars that visitors don't know about and residents, as a whole do not care for. Create a bike preferred avenue AWAY from the cars and trucks.
- Leave everything the heck alone
- Turn lanes, center of road or otherwise
- Traffic calming measures like trees, intersection murals, soles bumps, and other creative solutions. Lane reduction and narrowing are not the solution.
- Please stop taking away travel lanes and putting in bus only lanes
- Please stop taking away travel lanes and putting in bus only lanes
- traffic lights either 58 or 60th
- Before money is thrown into this important north/south corridor, I hope people realize it is what is left for vehicle access besides Andresen Rd. for many of us living and doing business in this area. I have been considering alternatives to a car for transportation for teenager or adult. It's not very practical that great pedestrian and bike crossing bridges at Falk and 54th will be in place that don't get you conveniently to destinations on the other side that people would like to get to. We would instead use Falk for bicycle, if there was a safer corridor to get from Falk to Clark College or downtown. Instead, we would probably use bus route

25 as a safer alternative. Yes, St. John's and St. James are a more direct route, but I am skeptical that it can be made safe enough, given the amount of traffic that needs to use it. If I didn't have a car, the bus would be important to get where I needed to go from here. Good sidewalks, slower speed limit, clear one way directional arrows to prevent people from going the wrong way. Flashing crosswalks like at 52nd

- leave our streets alone!
- Divert funds to fix the homeless, vagrant, and crime issues or repair roads that need it instead of messing with roads that don't have problems.
- These are all really important!!!!
- Safer street parking