



MEMORANDUM

DATE: August 6, 2025
TO: Nicole Walters and Ivar Christensen, City of Vancouver
FROM: Monica Schmidt-Pinacho and Lauren Garetto, PointNorth
Bruce Haunreiter, Harper Houf Peterson Righellis
SUBJECT: Open House 1 Event Summary
PROJECT: 192nd Avenue Project

Overview

The first open house for the 192nd Avenue Project was held in person at Union High School on Wednesday, June 18, 2025, from 4 to 6 p.m. The event showcased early design concepts for improving 192nd Avenue between NE 18th Street and SE 1st Street. The goal of the open house was to raise public awareness, share information about engagement opportunities, and gather community input on key design elements, including multimodal options, intersection improvements and travel priorities. Additionally, the community was able to continue sharing feedback online via the project website through July 18, 2025.

A mix of digital and in-person engagement strategies were used to promote Open House 1 to reach neighbors who live, work, learn, recreate and travel through the project area.

1:1 Meetings

In preparation for the open house, the project team held one-on-one meetings with four key organizations — C-TRAN, Bonneville Power Administration (BPA), Evergreen School District Transportation and Clark County — to gather feedback on specific design elements and align on future plans for the corridor. These conversations helped ensure the project team shared accurate, current information with the public. Below are highlights of each conversation and a full summary is available [here](#).

- **C-TRAN** - C-TRAN was engaged to better understand their near- and long-term plans for 192nd Avenue and if expanding public transportation options on the corridor is feasible. The project team also discussed the design elements that are being and need to be considered.
- **BPA** - Conversations with BPA focused on technical design elements and the National Environmental Policy Act (NEPA) review process, design layout and utility planning, ARPA permitting, land use and right of way access.
- **Evergreen School District Transportation** - The project team met with the Director of Transportation to discuss the compatibility of roundabouts with school bus operations as well as general safety and access considerations for its students, faculty and staff.

- **Clark County** - Staff from the county's Planning and Parks departments provided input on both short- and long-term development plans in the area, with a focus on improvements to Harmony Sports Complex.

Engagement By the Numbers - Promotion

See Appendix A for visuals of the promotional materials.

Activity	Date	Details	Reach
BeHeard Project Webpage	May 12	The project website was updated to include open house information. Other promotional materials such as social media, event flyer and mailer, all pointed community members to this website for additional information.	1,010 total visits (May 29 - July 21, 2025)
Press Release	May 21	Shared on the City of Vancouver website and picked up by The Post Record	1 placement
Project Mailer Distribution	May 21	Postcards mailed to homes and businesses along and near the project area.	343 postcards distributed
In-Person Promotion	May 28	Two members of the project team canvassed businesses from SE 1st Street to NE 11th Street, informing them about the project, promoting the open house and asking owners to share information with their staff and customers.	32 businesses
	May 28	City of Vancouver Staff attended the East Neighborhood Association Meeting and handed out open house flyers.	~30 community members
	May 31	A member of the project team attended the City of Vancouver Multicultural Resource Fair to connect with community members and share event details for the upcoming open house.	~40 community members
	June 7	Harmony Sports Complex was given flyers to distribute during its weekend Spring Recreational tournament .	75 flyers distributed
	June 14	A member of the project team attended the City of Vancouver's Juneteenth Freedom Celebration to connect with community members and share event details for the upcoming open house.	35 community members

Email Newsletters	June 6	Email promoting the open house, sent via Vancouver Connects.	~14,000 subscribers
City of Vancouver Public Works Social Media	<p>May 29 - Event announcement</p> <p>June 9 - One week out reminder</p> <p>June 12 - Event reminder</p> <p>June 18 - Day-of event reminder</p> <p>July 3 - Online comment card promotion and call-to-action</p>	The City of Vancouver Public Works shared four posts about the open house and one post promoting the online comment card across Facebook, Nextdoor, and Instagram. Several posts were boosted by the City's main social media account.	<p>37,396+ impressions</p> <p><i>(total across all platforms from May 29 - July 18)</i></p>
PAG / Partner Promotional Media Kit	June 2025	The project team shared a media kit containing social media captions, email copy and graphics with the Project Advisory Group and community partners to encourage promotion with audiences outside of the City's immediate network. This helped secure promotion from C-TRAN and Columbia Premier Soccer Club .	<p>7,500 estimated impressions</p> <p><i>(total across all platforms)</i></p>

Open House Event Logistics



The project team kicked off the event with a brief presentation sharing project details.

As attendees entered the open house, they were greeted by a member of the project team who helped sign them in, gave them a brief overview of the event and directed them to the presentation. To ensure community feedback was collected in a way that would help move the design forward, attendees were given a comment sheet to provide feedback on specific design elements and considerations.

The event began with a presentation from members of the project team, informing attendees about the project's background, purpose, timeline, design considerations and format of the open house. Following the presentation, attendees were invited to rotate between five stations — all staffed by members of the project team — to dive deeper into the potential improvements, ask questions and share feedback. Stations included:

- **About the Project:** Project staff provided an overview of the project goals, history of the corridor and timeline. The team also shared information about the Project Advisory Group (PAG), their involvement in the project and feedback thus far as well as the importance of the PAG for consistent community involvement.
- **Multimodal Design Concepts:** Attendees connected with members of the project team to learn more and share feedback related to multimodal transportation, with a particular

focus on those who chose to travel via public transportation, walking, biking or small mobility devices. This included:

- One display board showcasing existing multimodal treatments on the corridor and the need for improved pedestrian and bike-friendly travel options.
 - Three display boards showing three different multimodal concepts, their benefits and tradeoffs.
 - One large table map of the corridor where people could note areas where they would like public transportation to take them in the project area and areas where they would like to see new or improved pedestrian crossings.
 - One large activity poster where attendees could share their comments, thoughts or ideas on multimodal transportation and the early concept ideas discussed.
- **Intersection Improvements:** This station shared information about the benefits and tradeoffs of two intersection designs — roundabouts and signalized intersections — and informed attendees of the design considerations and constraints in the decision-making process. This included:
 - One display board detailing what a roundabout is, what its benefits and tradeoffs are.
 - One display board with intersection improvements ranking criteria, highlighting how the project team is evaluating the two approaches to improve safety, traffic flow, access and support the expected growth in the area over the next 20 years.
 - One large table map of the project area for attendees to see where intersection improvements would take place. The map showed the project corridor with key intersections using each of the two treatments for community members to visualize the treatments.
 - One large activity poster where attendees could share their feedback on intersection safety, access and mobility.
 - **Roundabout Demonstration:** To help bring the design concepts to life for community members, the project team created a roundabout mockup on the floor showing how traffic flows in a roundabout. Community members were able to move through the roundabout to experience how drivers, pedestrians and people using a small mobility device move through the intersection with a roundabout treatment.
 - **Feedback:** After rotating through the stations and asking questions, attendees were invited to fill out a comment sheet to share their feedback. The comment sheet asked attendees to provide answers to demographic questions and share their feedback on key design elements. Attendees were encouraged to submit written feedback via comment sheets and return them to project staff before leaving the event.

Lastly, to accommodate families and provide a space for youth engagement, the event featured a dedicated **Kids Zone** with hands-on activities. The area included transportation-themed coloring sheets, Play-Doh and building blocks. This allowed parents and guardians to more fully participate in the event, ask questions and provide feedback at the other stations.



A community member enters the open house and signs-in at the check-in table.



Community members share written feedback regarding intersection improvements.



A project team member explains multimodal transportation options to the community.



Community members share intersection improvement feedback on a large table map.

Engagement By the Numbers - Event

See Appendix B for visuals of the promotional materials.

Activity	Date	Details	Engagement
Event Attendance	June 18	An in-person open house event with interactive stations where community members could connect with the project team, ask questions and share their comments, ideas or concerns was held on June 18, 2025 at Union High School.	88 attendees
Completed Comment Sheets	June 18	Comment sheets were made available to in-person attendees to share feedback on key design elements and considerations. An online version of the comment sheet was available June 20 through July 18 on the project website for those who could not attend in-person, or prefer to share comments at a later date.	40 responses

What We Heard

The project team collected community feedback through in-person comment sheets, conversations with the project team, activity posters and an online comment sheet made available after the open house. Questions on the comment cards and activity posters focused on key elements to move the project forward to 30% design. These included:

- **What are your top three (3) priorities to improve travel** on NE 192nd Avenue between NE 18th Street to SE 1st Street?
- The project team is looking at three design ideas to improve safety, accessibility and comfort for people who walk, bike, roll or use a small mobility device. Some areas might look a little different because of space, but most of the project area will use the same design. **After looking at the benefits and tradeoffs, please share any comments you'd like the team to keep in mind as they work on these ideas.**
- The project team is looking at two options - signalized intersections (traffic lights) or roundabouts - to improve safety, traffic flow, access and support the expected growth in the area over the next 20 years. After reviewing technical data and getting feedback from the Project Advisory Group, the project team is leaning toward building roundabouts at four intersections: 18th Street, 13th Street, 9th Street, and 6th Street. **Do you have any safety, access or mobility comments to share with the project team as they finish their analysis?**

Respondent demographics were also collected to get an understanding of who participated. **Of the 40 in-person and digital comment cards that were received:**

- **85%** identified as living in the project area
- **63%** identified as visitors of places of interest along or near the project area
- **20%** identified that they work or own a business along or near the project area
- **93%** of commenters drive the corridor alone every day, almost every day or several times a week
- **23%** of commenters carpool the corridor every day, almost every day or several times a week
- **0** commenters noted they ride a bike, take public transportation or use a small mobility device every day, almost every day or several times a week

When asked what their **top three priorities to improve travel on the corridor** were, the vast majority of responders (90%) noted addressing congestion as one of their top priorities.

Responses to this question included:

- **90%** said address congestion
- **30%** said make it safer to walk or use a wheelchair
- **30%** said repair potholes and the pavement surface
- **28%** said make it safer for drivers



A large station sign shows where attendees can learn more about multimodal design concepts.

Multimodal Design Concepts - People were invited to provide feedback on multimodal design concepts to improve safety, accessibility and comfort for those who walk, bike, roll or use small mobility devices. Input was gathered through in-person comment sheets, conversations with the project team, interactive posters and the online comment form. Many participants shared concerns about current **pedestrian safety issues** and emphasized the need for infrastructure that supports walking, biking, and rolling. Others observed a noticeable **lack of existing bicycle and pedestrian traffic** in the area.

- "I live in the project area. I would like to walk and bike but it is currently too dangerous."
- "Young, new families move into our area and try to go for a family bike ride on our streets - they soon discover that is very dangerous. If we had designated lanes for bikes more people elderly, like me, would be out riding our bikes."
- "Challenging to walk or bike in the current state. Do not feel comfortable having kids walk/bike."
- "As it stands right now, I would never consider riding my bike along 192nd. If the dedicated bike lane was available, I could."
- "No need for buses on 192nd. Never see anyone on bikes. Traffic is horrible, cannot get out of our neighborhood between 3:30-6:00. Need more streetlights."
- "The concepts appear to allocate at least 50% of the right of way to modes comprising 5% of the travel volume. There is no realistic scenario calling for that much non-vehicular capacity within the lifecycle of the improvements..."

- “Except for the increased safety of the very few bicycles and pedestrians, this just looks like a colossal waste of money.”

Some people noted support for having a barrier between car and bike traffic to improve safety.

- “I like the landscaping and trees in-between the road and the sidewalk and bike lanes.”
- “I prefer option B. Designated bike lane behind the tree lane.”
- “Separating cars from other modes does worlds for usability, as long as traffic flow is not intersected. Bikes being with pedestrians on a side path rather than the road is safer and less frustrating for bikes and cars.”
- “Keep bike lanes separated by trees or some barrier to assure safety.”
- “I like the idea of having a median between the lanes of traffic and bike/pedestrian traffic being separated from vehicles.”



A large station sign shows where attendees can learn more about intersection improvements.

Intersections Improvements - People were invited to provide feedback on intersection design options — signalized intersections (traffic lights) or roundabouts — via in-person comment sheets, conversations with the project team, interactive posters and the online comment form. Feedback included mixed reactions to both options. For those who did share a specific intersection preference via in-person and online comment cards, more people expressed support for roundabouts.

Those who showed a preference for roundabouts, noted the **benefits of slowing traffic, improved safety and cost**. Specific calls for a roundabout at 192nd Avenue and NE 18th Street were also shared.

- “Traffic circles provide the most safety and should adequately handle all but the heaviest traffic periods.”
- “After listening to one of the project managers tonight, I can see how roundabouts are beneficial. Because if you need to turn left, you can instead go to the next roundabout and come back to your turn and turn right — safe and efficient!”
- “I prefer roundabouts because they permit the continuous flow of traffic.”
- “Love the roundabouts. Cheaper, safer, smaller footprint. You should start building the roundabout on 18th tomorrow!”
- “So happy to see plans to add a roundabout at 192nd ave and 18th st. Please do this!!”
- “Do the roundabout at 18th and 192nd first and SOON!”

Some respondents were supportive of roundabouts, but with a few key questions/concerns surrounding the **effectiveness of roundabouts for large commercial vehicles** — especially with new developments around the project area — their **ability to accommodate future traffic volume growth**, and their **usability for younger drivers**.

- “I like the idea of roundabouts, but I question their use on a road that has so much truck traffic. With the logistics center going in there will be lots of trucks.”
- “While I am inclined to like the roundabout option, I am extremely concerned about the Amazon facility and the likelihood of those trucks to slow traffic even more.”
- “I support roundabouts as long as they are tested to sustain more vehicle traffic, not less. It will take entirely too long for transit to eliminate car traffic.”
- “Roundabouts keep traffic moving, but an increase to 22,00 [cars]/day would be overwhelming to that area.”
- “I believe roundabouts are superior, though I admit I worry a bit about volume if there is only one lane of traffic in each direction. As far as safety is concerned, I believe roundabouts are safer in that there is much less potential for head on crashes or t-bone crashes.”
- “While I am all for having sidewalks along 192nd Ave for convenience and safety, I am dismayed that you are not considering increasing the vehicle carrying capacity. I have lived near the intersection of 13th St & 192nd Ave for 35 years and the amount of traffic on both of these roads has increased tremendously. The large battery semi-trucks and the ever-increasing housing (and its construction) by green mountain is having a big impact that these roads were not made to handle. How can it be that there is continuing growth, yet there is no plan to increase the traffic carrying capacity?”
- “Roundabouts might be challenging for student drivers... Work with local driving schools to teach younger drivers how to use them.”

Those who showed a preference for signalized intersections cited their ability to **manage higher traffic volumes** and **reduced user confusion** compared to roundabouts.

- “Signalized intersections with more lanes seem to better address the need to alleviate traffic congestion as well as creating safer accessibility. Roundabouts will not adequately address the primary issue of traffic congestion.”
- “I travel hwy 14 often through Camas/Washougal. The roundabouts do not handle commuter traffic. Nor does the roundabout at Lake Rd./ Everett. I see far more people freeze at a roundabout (causing road rage from others) than a signal light. It's hard to believe the statistics claim roundabouts are safer based on all I see of them. Including semi trucks squishing cars on roundabouts when side by side. Signal lights for arterial intersections (and if 8th or 9th or 11th go through sect. 30) and roundabouts for small neighborhood intersections only for purposes of residents there being able to get in and out.”
- “Please do signalized 4 lane road to reduce congestion.14,000 vehicles going to 22,000 will require 4 lane roadway and 10 years beyond will be even work for traffic circles.”
- “I would prefer traffic lights. Roundabouts are causing too much confusion for drivers and when commercial vehicles go through them they are often their trailer is in an area it should not be. “
- SE 192nd Ave has 4 lanes, sidewalks, bike lane, and has the same traffic is traveling up to NE 192nd Ave. 4 lanes is a must. Growth is happening. I live on NE 11th St. across from the Humane Society, and we need a center turn lane to allow us to safely exit our neighborhood. Sometimes it's impossible.



Community members share feedback with a member of the project team.

Additional Feedback - Beyond multimodal and intersection feedback, additional input gathered through in-person comment sheets, conversations with the project team, interactive posters and the online comment form included:

- Requests to add a **sound barrier**.
 - “Please provide a wall barrier for the homes that back up to 192nd across from Harmony Sports Complex.”
 - “Sound walls/barriers wherever possible, especially on 192nd east side from 13th north.”
 - “...Add a wall barrier from 13th to 11th on the east side of the street. “
 - “Sound barriers for as many residents along 192nd as possible, especially from 13th St. north.”
- **Improve access to businesses and amenities** such as the Humane Society for Southwest Washington and Harmony Sports Complex.
 - “Be sure that your solution provides great access to the Humane Society's animal shelter.”
 - “I like having roundabouts because we can more easily go south onto 192nd in a closer distance to 8th street. Also would like to make sure there is easy access to get to HSSW.”
 - “For me, any of these options would be an improvement! We have two children who play sports at Harmony so we are there 5x a week. We currently drive / bike depending on the weather, and getting there by foot/bike is a harrowing experience. I'd also love to see a C-Tran bus stop at Harmony.”
 - "I want people to remember the businesses in the area."
- Need to improve **safety for youth**.
 - “Our children cannot bike between Harmony Sports Complex, Harmony Elementary, Pacific Middle School and the surrounding neighborhoods. Please make these improvements for safety as soon as possible.”
 - “Can't wait for sidewalks so the kids can walk to school safely!”
 - “We just want our kids to be able to walk home.”
 - “There are a lot of kids... People don't walk or ride their bikes because it's not safe... I want to be able to walk from 13th to 18th.”

Next Steps

Feedback from the in-person open house and online comment sheet will help the project team further shape the next steps of the design process (15-30% design). Updated design concepts and ideas are expected to be presented to the Transportation and Mobility Commission (TMC) and the 192nd Avenue Project Advisory Group in November and December 2025 respectively.

A second open house, anticipated to take place in the first quarter of 2026, will give community members another opportunity to weigh in on the project's design. While construction funding has not yet been secured, the construction phase could begin as early as 2028. Community members are encouraged to visit the project website at beheardvancouver.org/192nd to stay up to date on the latest project information and ways to connect with the project team.

Appendix – Communications & Engagement Collateral

Appendix A: Promotion Materials

Promotion materials encouraging interested community members to attend and get involved.

Promotional Materials



You're Invited to a 192nd Avenue Project Design Open House!
Help us improve 192nd Avenue between NE 58th Street and SE 34th Street

You're Invited to a 192nd Avenue Project Design Open House!
Help us improve 192nd Avenue between NE 58th Street and SE 34th Street

You're Invited to a 192nd Avenue Project Design Open House!
Help us improve 192nd Avenue between NE 58th Street and SE 34th Street

Mailer

Promotion: Printed invite mailed to neighbors and businesses along and near the project area.

Flyer

Promotion: Printed informational flyer distributed during tabling, canvassing and other in-person events.

Social Media Announcement

Social media promotion: A month prior to the open house, the event was promoted on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram story.



Social Media Week-Out

Social media promotion: A week prior to the event, a reminder was posted in both English and Spanish on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram Story.



Social Media Day-Of

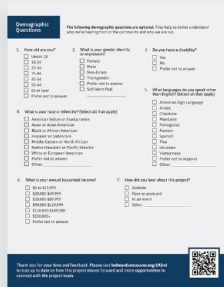
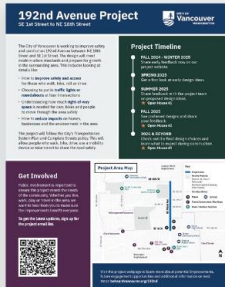
Social media promotion: On event day, a reminder was posted in both English and Spanish on the City of Vancouver Public Works' Facebook, Nextdoor, Instagram feed and Instagram Story.



Appendix B: Day-Of Materials

Day-of materials to improve attendee experience and understanding of key project elements.

Day-Of Materials



Fact Sheet

Day-of: Fact sheet highlighting key project information.

Comment Sheet

Day-of: Attendees received a comment sheet to provide feedback that will help the project team make key design decisions.



Display Boards

Day-of: Printed display boards were designed and set up at open house stations to improve attendee experience and understanding of key project elements.

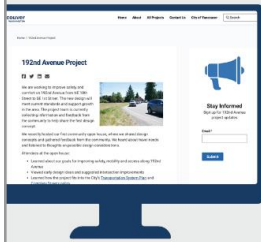
Appendix C: Event Highlights

192nd Avenue Project NE 18th Street to SE 1st Street



Open House 1 Engagement Highlights

Promotion Highlights



1,010
Project Web Page Views

70+
In-Person
Conversations



44,000+
Estimated Social Media Impressions



343
Postcard
Invites Sent

Event Highlights

40 Comment Card
Submissions



88
Community
Attendees

