

From: [David Gascon](#)
To: [Matt Hermen](#)
Subject: 40.350.015 and 40.220.010
Date: Saturday, October 10, 2020 6:03:45 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Personally I would be in favor of this. I think it would be a good long term benefit and would help make the new communities more walkable.

Sent from a mobile device. Please excuse any errors.

David Gascon
Cell [360.524.3076](tel:3605243076)

From: [Michael Glidewell](#)
To: [Matt Hermen](#)
Subject: Pedestrian access
Date: Wednesday, October 7, 2020 9:37:33 AM

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If I understand the change, this will bring in more sidewalks on new construction. If so, I'm in favor to make our city more walking friendly. which reduces vehicle use, encourages healthy activity.

-Michael Glidewell
Sent from my iPhone

From: [DuWayne Layton](#)
To: [Matt Hermen](#)
Subject: No
Date: Sunday, October 11, 2020 10:50:25 PM

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I vote no for amending 40.350.015 and 40.220.010. While these are nice if you have little kids, they make perfect places for crime to happen. They invite people who have no business on the street an easy access.

DuWayne Layton

From: [Steven Nelson](#)
To: [Matt Hermen](#)
Subject: Pedestrian Accessway Code Amendment CPZ2020-00013
Date: Thursday, October 8, 2020 9:42:00 AM

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I would like to see something in the code preventing these access ways from becoming homeless camp sites.

Steven J. Nelson
4509 NE 26th Ave, Vancouver, WA 98663
360-513-0583

From: [Lisa Nisenfeld](#)
To: [Matt Hermen](#)
Subject: Pedestrian Accessway code amendments
Date: Tuesday, October 6, 2020 10:00:28 PM

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I usually walk 2-3 miles most days in Clark County and these small access pathways are so important! And it's fair to allow developers to offset the loss of this land by slightly changing their setback requirements.

Thank you for your good work in making Clark County a great place to live.

Lisa Nisenfeld

From: [Margot Rice](#)
To: [Matt Hermen](#)
Subject: Pedestrian access code amendment
Date: Thursday, October 1, 2020 8:45:26 PM

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I will admit I have not read through all the material, but I don't really see the need for t amendment when there are alternative walking routes. It may be applicable for this circumstance, but once the amendment is done it becomes president for more.

This is not the time to spend one more penny than necessary for essential services. Please table this for at least 6 months.

Sincerely,
Margot Rice.

Sent from my iPhone

From: [Debra Roberts](#)
To: [Matt Hermen](#)
Subject: Public access
Date: Friday, October 2, 2020 10:03:23 PM

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After researching Portland Oregon and many Oregon locations, we decided to move to Vancouver, because it was a safer location.

We bought a house on 33rd and F so my elderly mom could walk to Safeway etc. Being a pedestrian is an important part of our life and as avid walkers we were excited to read this.

Our opinion is that this is NOT a good proposal and would open private areas to more crime. As a pedestrian, walking around a dead end road is no problem, but opening private spaces is.

We highly recommend a NO vote on this ill advised proposal.

Debi Roberts and family.

Sent from my iPhone

From: [Alex Runyan](#)
To: [Matt Hermen](#)
Subject: Sidewalk regulations
Date: Tuesday, October 6, 2020 12:44:03 PM

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I think this would improve access for people with mobility issues and that that is a good thing

From: [TIM SIEVERS](#)
To: [Matt Hermen](#)
Subject: Public access
Date: Wednesday, October 7, 2020 11:25:17 PM

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We are avid walkers and use the Padden and BBC trail a lot. I like the concept but the reality is not good. Talk to the people who live with the access. We see a lot of homeless in the areas. The path along 503 has none and we never have a problem there.

Sent from my iPhone

From: [Russ Stacks](#)
To: [Matt Hermen](#)
Date: Sunday, October 11, 2020 1:15:42 PM

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No, because of neighborhood security concerns.

From: [Dan Vander Ploeg](#)
To: [Matt Hermen](#)
Subject: Pedestrian Accessway Code Amendment
Date: Tuesday, October 6, 2020 12:39:22 PM

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Seems like a good idea for new developments. I support the change.

-Dan Vander Ploeg

From: [Kevin VanGelder](#)
To: [Matt Hermen](#)
Subject: CPZ2020-00013
Date: Monday, October 5, 2020 10:00:26 PM

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Leave people and businesses alone! It's none of the county's business whether or not a developer adds a sidewalk to their development. You should be ashamed for allowing this proposal to see the light of day!!!

Kevin VanGelder
Civil Rights Advocate

From: [sean_wade](#)
To: [Matt Hermen](#)
Subject: No on pedestrian accessway
Date: Saturday, October 3, 2020 11:33:37 AM

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Clark county has a problem with car prowls and property crimes. Criminal elements are often foot mobile and use accessways such as what is proposed for a quick egress after the commission of their crime. Criminals are like people they take the path of least resistance and wont walk long distances. Also a vast majority of people own vehicles or use public transit or other transportation services. Most walking is simply done for recreation or exercise in the county. Taking a shortcut wont be beneficial and wont be good use of funds.

Sent From My Sprint Phone.

From: Ronald.wolfe1972@comcast.net
To: [Matt Hermen](#)
Subject: Pedestrian access code changes
Date: Friday, October 9, 2020 10:43:18 PM

CAUTION: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Matt,

I am the President of a local HOA where the board has enforced parking rules because people have no regard for pedestrian access to sidewalks, only to park their vehicles on sidewalks. The newer subdivisions do not have wide enough roads that allow vehicles to park without having to park over curbs and sidewalks.

Vehicle owners are less likely to park over 90 degree curbs vs sloped curbs. Also, vehicle owners need to be aware that parking on sidewalks prevent children and the handicap to safely walk in the neighborhoods and thus forcing them to walk the roadways where speeding cars are able to hit them. Drivers do not follow the speed limits in neighborhoods and most neighborhoods can't support 25-35mph speed limits when there is no sidewalks for pedestrians to use.

If we want to solve the issue with pedestrian access, we need to do the following:

- No more sloped curbs in developments
- Enforce speed limits and parking violations when reported.
- Consider 15 mph speed limits in neighborhoods with dead end streets, narrow streets, and downhill streets.
- Allow HOAs to enforce parking fines on violators of county codes.
- HOAs and law enforcement to educate homeowners on county codes involving parking.
- Widen street widths to pre-90's street specs.

Regards,

Ron Wolfe

President
Westview HOA

Sent from Xfinity Connect Application

From: [Chris Young](#)
To: [Matt Hermen](#)
Subject: "Pedestrian access in new development."
Date: Wednesday, October 7, 2020 9:05:12 PM

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While the idea sounds great, I was raised in California that had these "Pedestrian access " alleys. When I was a kid, they were used by some to walk to school. When I visited recently, they are trash filled, used as a parking space, overgrown with blackberries or, if clear, had graffiti on every solid space.

The entire point of a cul de sac is to limit access, through traffic and to slow traffic flow. Adding alleys restricted to pedestrians or not, is the wrong way to go.

The whole idea is pandering to a small sector (bicyclists) at the expense of the major modes of transportation (cars, motorcycles and other I individually scheduled vehicles). We need to maintain our existing and future roads, not create areas that fall into disrepair and gather trash. Clark County has tried this concept already in Sal on Crek, joining the elementary school on 129th street with the neighborhood's behind it. The result? The alleyways are chained shut more often than used.

Chris Young
360.904.9454