

# TRANSPORTATION AND MOBILITY COMMISSION MEETING MINUTES

Vancouver City Hall – Aspen Room – 415 W. Sixth Street  
PO Box 1995 – Vancouver, Washington 98668-1995  
[www.cityofvancouver.us](http://www.cityofvancouver.us)

Jeananne Edwards · Connor Godsil · Corey Grandstaff · Leah Jackson · Soroush Mohandessi  
Mike Paine · Think Phan · Mario Raia · Eduardo Ramos · Derya Ruggles · Ken Williams

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## ***August 1, 2023***

### **CALL TO ORDER AND ROLL CALL**

The August 1, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:02 p.m. by Chair Ramos.

**Present:** Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Leah Jackson, Soroush Mohandessi, Mike Paine (joined at 5:30 pm), Think Phan, Mario Raia, Derya Ruggles and Ken Williams

**Absent:** Corey Grandstaff

Rebecca Kennedy was present as the staff liaison for the meeting, and Becky Rude was present as the staff attorney assigned to the Commission.

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES**

Commissioner Jackson requested an amendment to the June meeting minutes to indicate the staff liaison for each meeting to facilitate follow up questions after the meetings. Staff indicated they would integrate this as a regular practice going forward.

**Motion** by Commissioner Jackson, seconded by Commissioner Williams, and carried unanimously to approve the June minutes as amended.

Motion by Commissioner Jackson, seconded by Vice Chair Edwards, and carried unanimously to amend the August 1 meeting agenda to extend the Community Forum beyond the 30-minute time limit.

### **WORKSHOP**

#### **Highway 99 Bus Rapid Transit and Upper Main Street Safety & Mobility Project**

**Taylor Eidt, Planning Project Manager, C-TRAN; Kate Drennan, Principal Transportation Planner, CDD**

Taylor Eidt presented an overview of the Locally Preferred Alternative (LPA) for the Highway 99 Bus Rapid Transit (BRT) project, the design of the route and stations at the Waterfront, City Hall, Washington & 7<sup>th</sup> Street, Washington & Broadway, Broadway and Fourth Plain, Main & 33<sup>rd</sup> Street, Main and 36<sup>th</sup>/37<sup>th</sup> Streets, Main & 45<sup>th</sup> Street, Highway 99 & 78<sup>th</sup> Street, and the bike bypass design.

## **Transportation and Mobility Commission | Meeting Minutes**

**August 1, 2023**

**Page 2 of 6**

The bullets below summarize the Commission's questions and staff responses:

- The section of the route that serves the Salmon Creek Park and Ride. Staff responded in the northbound direction, after serving the station at 129<sup>th</sup> Street, the route turns left onto 134<sup>th</sup> to access the Park and Ride. Southbound from the WSU campus, buses serve 23<sup>rd</sup>, 20<sup>th</sup>, the Salmon Creek Park and Ride, then back on 20<sup>th</sup> to head south on Highway 99.
- Stops that serve Legacy Hospital and Vancouver Clinic. Staff responded the 23<sup>rd</sup> Avenue station is the closest stop to Legacy Hospital and Vancouver Clinic.
- Gap between stops on 63<sup>rd</sup> Street and 45<sup>th</sup> Street. Staff responded that this section crosses I-5 and there are not a significant number of cross streets or uses that generate high demand in that area.
- Transit signal priority. C-TRAN staff will continue to work with the City and County to use signal priority for the BRT where appropriate.
- Safety concerns during construction of BRT stops. Staff responded that there are several challenging and busy intersections on the route and that partners continue to work to improve and refine construction timing and safety measures and continue to monitor safety during the construction of the new route. The City also provided feedback to C-TRAN during the construction of the route on Fourth Plain that contributed to significant improvements in construction schedule and impact mitigation for the Mill Plain BRT project.
- Acquiring right of way to accommodate tight spots. Staff responded there is an example of this at the 78<sup>th</sup> Street stop. There will be some minor needs to obtain right of way on sidewalks along the route to construct the station platforms.

Kate Drennan presented the project study area for the Upper Main Street Safety & Mobility Project, the project phases, analysis of the modes of transportation on the corridor, existing and future vehicle traffic, review of pedestrian and bicycle/small mobility facilities and gaps, and next steps for this project.

The bullets below summarize the Commission's questions and staff responses:

- Northern boundary of the project and the bike path connection at Highway 99. Staff responded the project ends at the City limits and will follow up with more information on the bike crossing at a future workshop.
- Improvement of freight routes to use Mill Plain rather than Fourth Plain. Staff responded Fourth Plain carries freight efficiently. The function of those two routes is necessary until there is another north-south connection from the port.

### **WORKSHOP**

#### **Main Street Promise**

**Ryan Lopossa, Streets and Transportation Manager, PW; Teresa Brum, Deputy Director, Economic Prosperity and Housing; Jason Graf, Consultant Project Manager, First Forty Feet**

Ryan Lopossa presented a project overview, goals and guiding principles, and the project timeline. Teresa Brum presented an overview of the community engagement plan and feedback, the project advisory group, public engagement, and the business mitigation program. The presentation continued with proposed project design elements, specific improvements to enhance safety, and how paving materials will be used to indicate the different zones on the corridor.

## **Transportation and Mobility Commission | Meeting Minutes**

**August 1, 2023**

**Page 3 of 6**

The bullets below summarize the Commission's questions and staff responses:

- Ways to communicate with those who have visual impairments where to walk and sit. Staff responded the tactile differences in materials will indicate the edges of each zone.
- Different treatments in the building zone for chair seating and business entrances. Staff responded the building zone is intended for different types of furnishings and the paving designates the areas. There are options to add tactile strips to indicate a business entrance. Staff also received feedback from instructors at the School for the Blind for a desire for a direct unimpeded path on the sidewalk.
- Concern for pedestrian safety with a curbless street. Staff have looked to other examples of curbless streets in the area to understand how this might work on Main Street, including Esther Short, the Vancouver Waterfront, and in Sherwood, Oregon. No major safety issues or concerns have been raised with these designs.
- How is runoff treated on a curbless street? Staff responded the roadway and sidewalk slope towards the valley gutter, between the road and the parking zone. Water drains from the valley gutter to the underground storm system.

The presentation continued with the NACTO guidance for small mobility facilities on Main Street, TSP policy guidance for the density of the low stress mobility network, accessible design elements, connectivity from Main Street to other areas in the vicinity, and next steps in this project.

The bullets below summarize the Commission's questions and staff responses:

- Infrastructure to support access to Main Street via walking and biking. Staff responded the parking plan will be reviewed in 2024, and will consider satellite parking lots, shuttles, and other options to get to the area. There are also recent and ongoing projects to improve small mobility facilities, including Columbia Street, upper Main Street, and the new Highway 99 BRT project.
- Consider designing the parking area to be adaptable to a bike lane in the future. Staff responded the sidewalk extends out to the drive aisle to shorten the crossing distance for pedestrians and would not interfere with a bike lane if it was converted from the parking area in the future due to the curbless design.
- Concern with biking uphill on Main Street with traffic and support for traffic calming measures on Main Street.

### **COMMUNITY FORUM**

Michael Doherty was present to support less parking as part of the Main Street redesign and data related to parking and economic activity.

Jadie Freitag was present to support traffic calming on Main Street to enhance safety and accessibility for small mobility users and pedestrians.

Jason Cromer was present to support a car free design for Main Street.

Israel Lopez was present to support prioritizing pedestrian and bicycle infrastructure on Main Street as a strategy for building community.

Peter Fels was present to support a car free design for Main Street and connected this to implementing the City's climate goals by reducing single occupancy vehicle traffic.

**Transportation and Mobility Commission | Meeting Minutes**

**August 1, 2023**

**Page 4 of 6**

Robin Cody was present to support removal of street parking on Main Street and connecting the bicycle network in the downtown area.

Heidi Cody was present to support a car free design for Main Street as a way to support the City's climate goals.

Richard Kolber was present to provide references and information to the Commission on Complete Streets and Vision Zero that support multimodal transportation options.

Sara Schmit was present to encourage the City and Commissioners to consider additional sources of information on parking and economic activity and supported improved safety measures for pedestrians and bicyclists.

Dan Packard was present to support traffic calming measures on Main Street and focus on space for pedestrians and bicyclists. He also suggested painting shoulder lanes on neighborhood streets to increase safety for bicyclists.

John Russell was present to support the McGillivray Blvd Safety and Mobility Project, specifically the design option 3, adding median refuge islands at all major intersections, encouraged the Commission to support a parking study of the corridor, and ADA upgrades for pedestrian pathways west of 132<sup>nd</sup>.

Monica Zazueta was present to support a car free design for Main Street to improve pedestrian safety.

Karrie Brower was present to support including protected bike infrastructure on Main Street similar to what exists on Columbia.

Samin Sepasi was present to support a car free design for Main Street to improve pedestrian safety and encourage economic growth.

Scott Reed was present to support a car free design for Main Street to improve the experience of those who visit the businesses.

Jan Verrinder was present to support a Main Street design that encourages people to stay in the area, rather than a route through. She also supported a protected mobility lane on Main Street.

Zach Gatton was present to support a car free design for Main Street as a way to support the City's climate and transportation goals. He supported a design that focuses on pedestrian and bicycle access and safety.

**WORKSHOP**

**McGillivray Blvd Safety & Mobility Project**

**Emily Benoit, Senior Transportation Planner, CDD; Kara Hall, Consultant Project Manager, Fehr & Peers**

Emily Benoit presented the purpose and targeted outcomes of this project. Kara Hall presented design option 1, which includes a parking separated mobility lane, conceptual designs for key intersections, and the benefits and challenges to this alternative.

## Transportation and Mobility Commission | Meeting Minutes

August 1, 2023

Page 5 of 6

The bullets below summarize the Commission's discussion on design option 1:

- Sharrows in the mobility lane could cause confusion for drivers. Staff responded the symbol could be changed to more clearly indicate the lane is only for pedestrians and small mobility devices.
- Suggestion to widen the mobility lane to accommodate the varying speeds of walkers, bicyclers, and e-scooters and e-bikes.
- Support for measures to lower vehicle speed and increase safety at crossings. Staff responded the lane reconfiguration will narrow the vehicle travel lane and reduce the travel lanes from two to one to reduce the pedestrian crossing distance.

The presentation continued with design option 2, which includes a center running mobility lane, conceptual designs for key intersections, and the benefits and challenges to this alternative.

The bullets below summarize the Commission's discussion on design option 2:

- Speed limit on this corridor. Staff responded it's currently 25 MPH and will remain that speed. However, the majority of drivers on the roadway are speeding.
- Pros and cons of no turn lane at the SE Village Loop intersection. Staff responded there is not currently a left turn lane at this intersection. With higher traffic volume there can be queuing issues, and a turn lane can make it more efficient for those who are turning and going through the intersection. The downside at this intersection would be introducing another conflict point with vehicles and those in the mobility lane.
- Potential conflict with drivers and mobility lane users when making U turns at major intersections. Staff responded most U turns today happen mid-block and not at the major intersections. It would be restricted at 136<sup>th</sup> and Village Loop due to the vertical barriers that restrict the turning radius.
- Other options for vertical barriers besides the candlestick style. Staff responded there are options for low concrete barriers. Staff has received mixed feedback on ziclas. Bicyclists/small mobility device tend to be favorable towards the candlestick style of vertical barrier.
- Adding bike/small mobility signals along this corridor. Staff responded at Chkalov, would need to review the signal phasing, but could explore that option. The only other intersection on this corridor with a signal is at 164<sup>th</sup>.

The presentation continued with design option 3, which includes a shared mobility lane/residential access lane, conceptual designs for key intersections, and the benefits and challenges to this alternative.

The bullets below summarize the Commission's discussion on design option 3:

- Support for this option with fewer conflict points between vehicles and mobility lane users.
- Examples of this design in other cities. Staff responded there are examples in some Seattle suburbs, including Bellevue and Bellingham.
- Speed limit in the mobility/residential access lane. Staff responded it would be much slower at around 10 MPH. There are also options for raised cross walks to access bus stops and speed tables in this lane.
- Is adding concrete barriers within scope of a Complete Streets project? Staff responded in the last budget cycle, City Council added approximately \$8 million per year for Complete Streets projects. There are more resources now for these types of projects. The long term maintenance of concrete is lower compared to other types of barriers that wear down more quickly and need to be replaced.

## Transportation and Mobility Commission | Meeting Minutes

August 1, 2023

Page 6 of 6

- Low parking utilization. Staff responded the existing parking is maintained, except at intersections to increase site distance. There are sections of the corridor where the existing parking is utilized. The Commission could suggest calibrating parking based on demand.
- Maintenance and snow removal in the mobility/residential access lane. Staff responded there would need to be coordination for maintenance. The City currently has a miniature street sweeper/snow plow.

The presentation concluded with a comparison of the three design options alignment with the project goals.

The bullets below summarize the Commission's discussion on comparison of the three design options:

- General support for adding concrete barriers where possible in all options to increase the separation from the vehicle and mobility lanes.
- Support for lowering vehicle speeds in all three options.
- Support for reducing parking in areas where it's not currently utilized to widen the mobility lane for more types of users.
- For option 3, remove all or most of the parking to have a wide mobility lane with concrete separation from vehicle travel lane.
- Staff suggested clustering a few parking spaces along the corridor to create a chicane for separation to the residential access lane as well as a traffic calming measure.
- Support for street murals for traffic calming.

### **STAFF COMMUNICATIONS**


Katherine Kelly, Senior Policy Advisor, CDD and Shilpa Mallem, Deputy Design Manager for the IBR Program presented a preview of the upcoming workshop on the Interstate Bridge Replacement Program. The program is currently studying the environmental impacts to the modified locally preferred alternative. The draft report is expected to be released at the end of 2023, after which there will be a public comment period.

Rebecca Kennedy shared information regarding a follow up memo from the workshop in June on Jefferson and Kauffman. Additionally, the November meeting of the TMC is cancelled. The annual retreat is scheduled for September 19, 2023.

### **COMMISSION COMMUNICATION**

There were no Commission Communication items.

### **ADJOURNMENT 8:57 PM**

DocuSigned by:  
  
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Eduardo Ramos, Chair

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**To request other formats, please contact:** Julie Nischik | 360-487-7813 | Relay: 711 |  
Julie.Nischik@cityofvancouver.us