



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

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

September 6, 2022

Time: 4:32 – 8:04 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:15)

The September 6, 2022 meeting of the Transportation Mobility Commission was called to order at 4:32 p.m. by Chair Eduardo Ramos.

Present: Chair Eduardo Ramos, Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Corey Grandstaff, Leah Jackson, Derya Ruggles and Ken Williams

Absent: Mike Paine

ACTION ITEMS

ADOPTION OF MINUTES (01:11)

Motion by Vice Chair Raia, seconded by Commissioner Williams, and carried unanimously to approve the July minutes.

STAFF COMMUNICATIONS (03:53)

Rebecca Kennedy, Deputy Director of Community Development, introduced Kate Drennan, the new Principal Transportation Planner with the City. Staff are working on the recruitment and reappointment process for Commissioners whose terms are expiring this year and are working on an interim process to extend terms and conduct a recruitment to fill vacant positions. Staff also notified the Commission that Commissioner Hubert has pursued a professional opportunity and has resigned from the Commission.

WORKSHOP ITEM (12:21)

Transportation System Plan

Rebecca Kennedy, Deputy Director, CDD; Tom Brennan, Consultant Project Manager, Nelson\Nygaard Consulting

Rebecca Kennedy introduced the workshop and provided an overview of the status of the project. Tom Brennan presented on the modal networks, including walking and rolling, cycling and small mobility, transit, freight, and complete corridors. The presentation went into detail on the policies for low-stress walking and rolling network development.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- A forum for considering private and public partnerships. Staff responded this document will include policy to guide the discussion with potential private sector partners on advancing

investments that are equitable and take into account impacts on and opportunities to partner with private companies.

- Prioritizing space on sidewalks for those who are walking and rolling and balancing those needs with business and restaurant use of that space.
- Policy regarding where crosswalks are placed and how far you might have to walk to get to a crosswalk. Staff responded that will include a policy recommendation to address the distance between marked crossings and that this will include considerations about adjacent land uses and proximity to transit and schools.

The presentation continued with the low-stress mobility network, including the bicycle and small mobility network.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- The mobility network that excludes the section north of SR500 and east of St. Johns, and is the County involved in this project? Staff responded the County is on the technical advisory committee for the Transportation System Plan update. Staff regularly coordinate with County staff on individual projects as well.

The presentation continued with the enhanced transit network, the roles of the City and C-TRAN in transit and customer experience, and the proposed enhanced transit network. Staff discussed the street network and complete corridors.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- How 20 minute neighborhoods fit into the corridors that are planned. Staff responded that areas where there is a high concentration of destinations are prioritized for pedestrian and multimodal access. The corridors that connect these areas and improve access to them are also prioritized and are considered in review of City-led programmatic investments as well as private development applications.

Staff concluded the presentation with the draft prioritization framework for capital projects. Project locations would be evaluated on equity, safety, transportation choice, and climate. Projects would also be evaluated on cost and funding opportunities, coordination opportunities, and environmental and right-of-way impacts.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Specific street treatments and how those fit into the TSP. Staff responded that would be addressed at the end of this process in a comprehensive update to the City's street design standards.
- How this prioritization fits into the Transportation Improvement Plan (TIP) and the interim evaluation process. Staff responded this prioritization will replace the interim process that was used for the last few years and will guide prioritization of projects included in the TIP going forward.
- Where does pedestrian safety fit in the prioritization? Staff responded there is a conditions assessment included in the prioritization, which addresses pedestrian safety and sidewalks. Staff will provide more details on how those specific projects are prioritized.

WORKSHOP (01:17:14)

2023 – 2024 Complete Streets Planning and Multimodal Construction Projects

Rebecca Kennedy, Deputy Director, CDD; Ryan Lopossa, Streets & Transportation Manager, PW

Rebecca Kennedy presented on the pipeline for planning, design, construction and evaluation of projects, including phasing and the status of projects that are currently underway. Ryan Lopossa presented on current projects in the construction phase and grant contingent projects in the planning and design and/or construction phase. The presentation continued with education, evaluation and monitoring of the major projects that are planned or ongoing.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- For the Fourth Plain project, the bike lane connection between C and F Streets. Staff responded that this network gap will be addressed as part of the current Fourth Plain and Fort Vancouver Way Safety and Mobility Project.
- Are the assessments of projects being compared to a previous assessment? Staff responded there a draft framework is currently under development, which will guide pre and post-project data collection and provide a consistent set of evaluation criteria to measure and compare over time.

COMMUNITY FORUM (1:35:00)

Sarah Schmit was present to provide comments on the draft project prioritization framework. She was supportive of the work and defining the existing network. She expressed concerns with making decisions based solely on GIS data, as this can miss information about routes people avoid due to safety concerns. Another concern was the social equity criteria and its relationship with essential places. Essential places should include the workplace and grocery stores, in addition to parks. Projects that are easier to implement and are prioritized over those that are harder to implement make it harder to close gaps and may lead to continued investment in areas that are already safer than many others. She was supportive of the City working with County staff in bordering neighborhoods like Sifton and Orchards.

Jason Cromer was present to provide comments on bike lane buffers. He was appreciative of the new bike lanes on Columbia, 15th and E. Mill Plain. However, the bike lanes on 15th and E. Mill Plain do not have a buffer between vehicles and bikes and feels unsafe to bike on. He has also experienced cars parked in the bike lane, so it's safer to take 16th or 17th instead.

Zack Gatton was present to provide comments on the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project. He was supportive of option 1 for the project and supports better bike infrastructure for the area. One issue with the options presented was the lack of bike infrastructure proposed for the segment between E. Fourth Plain and 62nd Avenue and Andresen Road, which is a dangerous area to bike. He supported connecting the multi-use path between Andresen and Thurston to Fourth Plain and making that connection safer.

WORKSHOP ITEM (1:46:25)

Fourth Plain Blvd. and Fort Vancouver Way Safety and Mobility Project

Rebecca Kennedy, Deputy Director, CDD; Ryan Farncomb, Parametrix

Rebecca Kennedy introduced the workshop and provided an overview of the project. The project has been split into two phases, with the first phase including Fort Vancouver Way between Mill Plain and

Fourth Plain, and the section of Fourth Plain from F Street to Fort Vancouver Way. The second phase will include Fourth Plain from Fort Vancouver Way to Andresen Rd. Ryan Farncomb presented key findings from the outreach process over the summer.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Methods for outreach to include people who aren't on social media. Staff responded for the next round of outreach, there are plans to send out postcards to all households adjacent to the corridor and that they will again be hosting small focus groups and conducting stakeholder interviews and intercept surveys with corridor users. Staff are also going to test out texting outreach with another project, so will consider that option as well.
- How are you coordinating with City planning for land use? Staff responded that this project is implementing improvements long identified in existing planning documents, including the 2008 Fourth Plain Corridor Subarea Plan and 2015 Fourth Plain Forward Action Plan, both of which identify increased mobility and safety for corridor users as a top priority.
- What type of survey is presented to the public at this point and how was this phase of the survey informed by the initial community input? Staff responded the survey that was just launched is to gather feedback on the specific alternatives. The alternatives were informed by understanding of the issues community members identified through the first round of outreach, and what they said was important to them in terms of advancing mobility, safety and access to opportunity. On the technical side, alternatives are informed by the amount of space available to different modes and users, given that this project is looking only at the curb-to-curb space in the corridor.

The presentation continued with design option definitions, constraints, and tradeoffs for this project. Alternative 1 is more bike focused, with a high degree of separation between bikes and traffic. Alternative 2 is more transit mobility focused, with more BAT lanes in the corridor, with buffered bike lanes, but with less separation than alternative 1. The presentation went into detail on section A of Ft. Vancouver Way between Mill Plain Blvd to McLoughlin Blvd. The discussion covered transit service in this area, the effectiveness of a BAT lane given the transit frequency, and the option to add on street parking.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Clark College's need for on street parking. Staff responded they met with their Clark College Facilities staff, and due to hybrid classes, there is less need for parking than before the pandemic.
- Discussion of adding parking and who benefits from the addition of parking near the park, as well as the challenges of potentially removing parking later. Staff noted that they would also take these considerations to the public to get more feedback on these options, and also collect parking utilization data to inform future discussions.

The presentation went into detail on the alternatives for section B, Ft. Vancouver Way between McLoughlin Blvd and the Clark College Green Lot entrance.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Support for a BAT lane for bus rapid transit and a preference for a physical separation between vehicle travel lanes and bike facilities (alternative B-1).
- Issues with the bus pulling into the bike lane.

The presentation went into detail on the alternatives for section C, Ft. Vancouver Way from the Clark College Green Lot to Fourth Plain Blvd.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Option C-1 is a simpler and more uniform solution compared to C-2.
- Would parking be removed from this section? Staff responded they would review when the photos in the presentation were taken and conduct parking utilization studies to gauge current use of the existing on-street parking.

The presentation went into detail on the alternatives for section D, Fourth Plain Blvd. from F St. to Fort Vancouver Way. The alternative for this section is to install a two-way cycle track on the south side of the street, where there are few driveways and intersections that create conflict points with the cycle track. There are design details still to be worked out for west bound bike traffic.

The bullets below summarize the Commissions questions and staff responses to the presentation:

- Connection to St. John's? Staff responded they could provide a plan view diagram to show the connection but will continue to look at this area.

Staff summarized the Commission's feedback for sections A through D. In section A, there is still an unresolved question about adding on street parking, transit priority lanes, or something else, in addition to protected bike facilities. For sections B through D, the Commission asked staff to prioritize bike facilities and transit over parking and work hard to provide a consistent and simple design throughout the corridors to decrease confusion for people walking, rolling, biking and using micro-mobility devices, and driving. At the next meeting, staff will ask the Commission to make a formal recommendation on the design of Phase I of the Fourth Plain and Ft. Vancouver Way Safety and Mobility Project through a public hearing. This recommendation will then be forwarded to City Council for final review and endorsement.

COMMISSION COMMUNICATION

There was no Commission communication.

ADJOURNMENT 8:04 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

To request other formats, please contact: Julie Nischik | 360-487-7813 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us