



# 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 ·  
Mike Paine · Mario Raia · Eduardo Ramos · Derya Ruggles · Ken Williams

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## ***October 4, 2022***

**Time:** 4:02 – 6:45 p.m.

**Location:** City Hall Aspen Room

### **CALL TO ORDER AND ROLL CALL (00:12)**

The October 4, 2022 meeting of the Transportation Mobility Commission was called to order at 4:02 p.m. by Chair Eduardo Ramos.

**Present:** Chair Eduardo Ramos, Commissioners Jeananne Edwards, Connor Godsil, Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

**Absent:** Vice Chair Mario Raia and Corey Grandstaff

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES (01:45)**

**Motion** by Commissioner Williams, seconded by Commissioner Edwards, and carried unanimously to approve the September minutes.

#### **STAFF COMMUNICATIONS (03:12)**

Rebecca Kennedy, Deputy Director of Community Development, provided an update on the term limits for the Commissioners whose terms were set to expire in October. City Council approved a change in the expiration date for Commissioners to the end of the calendar year, and applications for open seats will be available soon. Staff are also working to schedule a workshop for the Commission on the Interstate Bridge project at the end of 2022 or early in 2023.

#### **PUBLIC HEARING (8:06)**

**Complete Streets: SE 34<sup>th</sup> Street Safety and Mobility Project**

**Emily Benoit, Senior Planner, CDD; Kara Hall, Associate, Fehr & Peers**

Rebecca Kennedy introduced the hearing item. City Council recently affirmed the project to continue with the design to repurpose a travel lane and this is the final review of the design by the Transportation and Mobility Commission.

Emily Benoit presented an overview of the project, its timeline, and previous review by the Transportation and Mobility Commission and City Council. Kara Hall presented the three goals of the project, including: improving comfort and mobility for all users, prioritizing safety for all users, and facilitating near-term implementation. The presentation continued with key takeaways from the traffic

analysis, the community engagement process and the top concerns and areas of support, the proposed design of the corridor, next steps and the staff recommendation for the project.

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

- Clarify the location of the HAWK beacon at the intersection of SE 162<sup>nd</sup> Avenue or SE 164<sup>th</sup> Avenue. Staff responded the HAWK beacon will be at SE 162<sup>nd</sup> Avenue, which is on the other side of SE 164<sup>th</sup>, and will connect the existing bike network to 34<sup>th</sup> Street.
- How will the Mill Plain BRT replace route 37 on SE 34<sup>th</sup> Street? Staff responded bus service will continue on SE 34<sup>th</sup>. With this design, the intent is to preserve transit access and reduce conflict zones for transit users and mobility lane users. The traffic lane will be 11' wide, to accommodate both articulated buses such as BRT as well as fixed route buses.
- What are the plans for the Vancouver Innovation Center (VIC) in terms of jobs added and new residents? Staff responded at full employment, the VIC has plans for 5,000 jobs, with about a third to half of those there now. They have worked with the developers on integrating the mobility lanes on SE 34<sup>th</sup> Street with the internal system at the site to facilitate a smooth transition between the two.
- What is the average daily traffic rate? Staff responded in January 2022 there was 10,300 vehicles per day with roughly 1,000 vehicles per hour during the PM peak. In the historic analysis, there was approximately 13,000 vehicles per day on this corridor.
- How many bus platforms will be along this corridor? Staff responded there are four.
- Are there plans to add plants to the median? Staff responded a lot of it is already planted, but this project will not add any new planters along this corridor.
- Has the intersection at Tech Center drive informed the design of this corridor? Staff responded that was the first protected intersection build by the City, and it works quite well from a safety perspective.
- How is the Vancouver Innovation Center (VIC) influencing the decision the Commission is making? Staff responded the traffic analysis includes the all the trips expected to be generated by the VIC. The VIC went through extensive traffic impact analyses at the time the master plan and associated development agreement was adopted, and staff relied on the information and technical analysis already completed to determine number of trips and where people will travel. That data is incorporated into the forecasts for 2027 and 2040 volume forecasts. The volume forecasts include other growth happening in this area of the City as well, including future planned development at the Fisher's Quarry/HQ site and within the Section 30 subarea.

#### Public Testimony

- Mona Jones asked why these changes are proposed and supported lowering the speed and adding a shared bike and vehicle lane, adding a stop sign at 172<sup>nd</sup>, and a signal at 177<sup>th</sup>. This is a through access street and limiting the traffic to one lane in each direction will cause congestion. She had further questions about accessing 164<sup>th</sup> and 192 via 34<sup>th</sup> Street and how the project will impact access to Highway 14. She expressed concern with delays from buses stopping on the corridor and slowing traffic flow.
- Austin Huang lives and works in the neighborhood and expressed concern for traffic congestion in the next 15 years with the plans for future development in the area. He also expressed opposition to existing plans for future growth in the corridor.

- Prasad Ravi lives in the Village Vista neighborhood and was concerned with the proposed design and the effects to his commuting time. He currently has challenges turning onto SE 34<sup>th</sup> Street. He was concerned for the safety of those crossing at 176<sup>th</sup> and 34<sup>th</sup> Street.
- Sara Schmit was supportive of the addition of the HAWK beacon at 162<sup>nd</sup> and 34<sup>th</sup> Streets. She was supportive of improving mobility access on the corridor, especially for those who use transit and bike. She also noted this is an important connection through the City.
- Todd Yuzuriha lives in Fisher's Landing and urged the Commission to not repurpose a travel lane as it's currently designed. He felt it does not address the concerns of the community survey from June. He walks on 34<sup>th</sup> street regularly and feels safe walking there. He hoped that the Commission was taking into consideration the community feedback on this project.

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

- Do we have data from prior projects to show how this type of project affects traffic? Staff responded the traffic analysis shows that traffic will function in the short to medium term. Similar types of projects have been done on corridors with 20,000 to 25,000 trips per day, and this corridor has around 10,000 trips per day. Leveraging a pavement project to repurpose a travel lane means that it will be repaved again in 10 years, and if there are issues with the design, it can be addressed again at that point.
- Is there data to show the impact of the proposed design to turning onto 34<sup>th</sup> Street from the residential streets? Staff responded the analysis looked at those intersections and showed a slight increase in the mid to near term. In the twenty-year time frame it does increase by an additional 30 second wait to turn onto 34<sup>th</sup> Street. The City has a warrant process to determine when an intersection needs to become signalized, and implements improvements when these are met.
- What percentage complete is this plan? Staff responded it's at 10% design.
- What data is used to determine a 40 second delay over 20 years? Staff responded the traffic model indicates a 40 second delay at the intersections with 164<sup>th</sup> and 192<sup>nd</sup> Streets based on intersection level of service and delay in 2040. In the near term, the delay is 10 seconds. The increase in corridor travel time from 192<sup>nd</sup> to 164<sup>th</sup> in 2040 is closer to two minutes. Some of that is due to the change in speed, but also the longer delay at intersections along the corridor.
- Do the buses stop in the travel lane? Staff responded they do, and that is accounted for in the traffic analysis. Dwell times are minimal and buses stop in-lane on many other corridors in the City.

#### Commission Deliberation

- Commissioner Godsil emphasized the community's input on this project and was concerned with greater delays in commuting times.
- Commissioner Williams noted there is no bike lane on this street today. If this project is not successful, there are options to change the paint. Without trying something, we'll never know what could happen.
- Commissioner Paine was not supportive of closing lanes as it may create more traffic and will create problems for other intersections in the area.
- Commissioner Edwards expressed her discomfort with biking on this street as it is today. She was concerned with accessing 34<sup>th</sup> Street from the side streets and was supportive of education efforts to address that. Overall, she was supportive of the project.

- Commissioner Ruggles was supportive of trying something new with this project. Slowing traffic doesn't necessarily slow trips but allows for a broader spectrum of people traveling. She was supportive of the project.
- Commissioner Jackson was comfortable with the data presented and moving forward with the project.
- Chair Ramos indicated this project was in sync with Council's stated priorities for climate action and 15-minute communities. This project also supports the transition of Vancouver from a suburban to an urban community. He was supportive of the project.

**Motion** by Commissioner Edwards, seconded by Commissioner Ruggles to endorse the proposed design to repurpose a travel lane in each direction on SE 34<sup>th</sup> Street to provide mobility lanes with a buffer separation, as well as install vertical barriers, high visibility crosswalks, and modular bus platforms and construct a HAWK Beacon at the intersection of SE 162<sup>nd</sup> Avenue.

Roll Call Vote

Commissioner Godsil	No
Commissioner Jackson	Yes
Commissioner Paine	No
Commissioner Ruggles	Yes
Commissioner Williams	Yes
Chair Ramos	Yes
Commissioner Edwards	Yes

Motion passes 5-2

**PUBLIC HEARING (1:23:45)**

**Complete Streets: Phase I of the Fourth Plain Blvd. and Fort Vancouver Way Safety and Mobility Project**

**Rebecca Kennedy, Deputy Director, CDD; Ryan Farncomb, Consultant Project Manager, Parametrix**

Rebecca Kennedy introduced the hearing item 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, which will finish planning work in 2023 and be built in 2024, includes Fourth Plain Blvd. between Ft. Vancouver Way and Andresen Road. The Fourth Plain and Ft. Vancouver Way Safety and Mobility Project supports key City policy priorities, including climate action and the Council's stated goal for net carbon neutrality by 2040, as well as safety and equity. The presentation covered the corridor needs, opportunities to improve the corridor, a summary of the traffic analysis if a lane reconfiguration is implemented, and a summary of community feedback and the outreach process. Staff covered the design options and provided a follow up on the parking utilization of the corridor from the previous workshop.

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

- During the public outreach, was the community asked about the phases of the project or the corridor as a whole? Staff responded that they were informed it would be implemented in phases, but the process gathered feedback on the corridor as a whole.

- Was there consideration of removing one of the left turn lanes from Mill Plain eastbound onto Fort Vancouver Way northbound? Staff responded they did consider that, but changes that will occur as part of the Interstate Bridge Replacement Project indicate more vehicle traffic onto Fourth Plain, Mill Plain, and Fort Vancouver Way that necessitates maintaining two left turn lanes from Mill Plain eastbound to Ft. Vancouver Way northbound. If one of the turn lanes is removed, the queue would spill back into the Mill Plain interchange and cause a safety issue with highway operations.

#### Public Testimony

- No members of the public were present to provide public testimony.

#### Commission Deliberation

- Commissioner Godsil was supportive of the project and the staff recommendation.
- Commissioner Williams was supportive of the staff recommendation, and noted that with this type of project, if there are problems with the design, they can be easily adjusted or fixed.
- Commissioner Paine was hesitant about removing travel lanes but was supportive of this project to address the concerns of the corridor.
- Commissioner Ruggles was supportive of the staff recommendation and the consideration of all the elements of the project.
- Commissioner Jackson was excited about the cycle track aspect of the project and indicated support for the project.
- Chair Ramos indicated the project aligns with City Council's climate action goals and addresses the shift in thinking about the community's travel behaviors and encouraging getting to destinations around the City without a vehicle. He supported the project.

**Motion** by Commissioner Jackson, seconded by Commissioner Ruggles to forward a recommendation to the City Council to advance the following design concepts for Phase I of this project:

- Alternative 1 on Fourth Plain between F Street and Fort Vancouver Way (south side cycle track)
- Alternative 2 on Fort Vancouver Way between McLoughlin and Fourth Plain (remove parking, add BAT lane and buffered mobility lanes)
- Alternative 2 on Fort Vancouver Way south of McLoughlin to Mill Plain (repurpose travel lane for wide-buffered mobility lane on each side, with a taper from two receiving travel lanes on the northbound side of the south end of the segment)

#### Roll Call Vote

Commissioner Godsil	Yes
Commissioner Jackson	Yes
Commissioner Paine	Yes
Commissioner Ruggles	Yes
Commissioner Williams	Yes
Chair Ramos	Yes

Motion passes 6-0

Commissioner Edwards left the meeting at 6:17 pm.

**COMMUNITY FORUM (2:13:38)**

No members of the public were present to provide comments.

**COMMISSION COMMUNICATION (2:14:00)**

Commissioner Ruggles requested an update from the Interstate Bridge Replacement Project for the Commission. Staff responded they are working to schedule that update for the end of 2022 or early in 2023.

Commissioner Williams shared information about a pilot program in his neighborhood to add EV chargers for on-street parking, modeled off a program in Seattle.

Commissioner Jackson added that the Fourth Plain cycle track will connect the two sides of the freeway, which has divided the community, and will make it much more appealing to walk to destinations in the neighborhoods around there.

Motion by Commissioner Williams, seconded by Commissioner Ruggles, and carried unanimously to excuse the absence of Vice Chair Raia.

**ADJOURNMENT 6:45 PM**

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Eduardo Ramos, Chair

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