



# 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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## ***November 1, 2022***

**Time:** 4:02 – 7:40 p.m.

**Location:** City Hall Aspen Room

### **CALL TO ORDER AND ROLL CALL (00:16)**

The November 1, 2022 meeting of the Transportation and Mobility Commission was called to order at 4:02 p.m. by Chair Eduardo Ramos.

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

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES (01:37)**

**Motion** by Commissioner Ruggles, seconded by Commissioner Paine, and carried unanimously to approve the October minutes.

#### **STAFF COMMUNICATIONS (02:57)**

- **2022 Multimodal Construction Projects: Define Multiuse Path, 18<sup>th</sup> and Devine ADA Improvements, and Northwest Neighborhoods Connectivity Project**  
Rebecca Kennedy, Deputy Director, Community Development, and Ryan Lopossa, Streets and Transportation Manager, Public Works were present to answer questions regarding the memo. Commissioners asked for updates on two additional Complete Streets projects on Columbia Street and McLoughlin Boulevard.
- **Main Street Streetscape Design**  
Teresa Brum, Deputy Director, Economic Prosperity & Housing, Ryan Lopossa, Streets and Transportation Manager, Public Works and Ivar Christensen, Senior Civil Engineer, Public Works, were present to answer questions regarding the memo. The Commission asked if the City is working with businesses along the corridor to address disruptions from construction. Staff responded the City has partnered with the Vancouver Downtown Association for this project. The City also recently hired Julie Arenz to work on small business retention. There are two open house events in November and December for the public to share their feedback on the project.
- Rebecca Kennedy provided an update on the Commissioners terms. The City extended the terms for all boards and commissions by one year.

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**WORKSHOP (18:08)**

**Phase II of Fourth Plain and Ft. Vancouver Way Safety and Mobility Project – Fourth Plain between Ft. Vancouver Way and Andresen**

**Kate Drennan, Principal Planner, CDD; Nadine Appenbrink, Consultant Deputy Project Manager, Parametrix; Adrianna Stanley, PE, Consultant Project Engineer, Parametrix**

Kate Drennan presented an overview of Phase II of this project, and Nadine Appenbrink presented on the feedback gathered from the community on design options for the corridor. The team also summarized specific engagement with the Fourth Plain business community including in-person canvassing to gather feedback on the broad lane repurposing concept and specific design options.

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

- Who provided the feedback at the businesses? Staff responded they spoke with business owners or managers. Council directed staff to conduct additional outreach to the business community at their last workshop on the project.
- What percentage of businesses along the corridor engaged in feedback? Staff estimated 20 to 25% responded.
- Can other businesses provide feedback if they have not already? Staff responded all the businesses should have received a mailer asking for feedback.
- How many of the respondents would like to bike, walk, or roll, or take some other mode of transit? Staff responded they would cross reference the responses in the outreach summary to get that information.

Adrianna Stanley presented the design alternatives, traffic analysis of existing conditions, 2040 no build option and 2040 build alternatives, including a summary of the constraints along the corridor that impact design options. Alternative 1 focuses on mobility lanes, and the presentation covered each of the cross sections along the corridor, indicating where traffic lanes, mobility lanes, and business access and transit (BAT) lanes would be located and how they would be designed in each segment.

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

- How are the bus rapid transit stations are integrated into alternative one? Staff responded that this needs to be designed to facilitate biking and rolling through or around the station areas, as well as look at where the stops are in relation to intersections.
- What are concurrency requirements, what influences them, how flexible are they, and how do they relate to complete streets policies? Staff responded concurrency standards are part of Washington state law to set a standard for performance of a roadway. Vancouver uses average corridor speed during peak hours in the morning and evening. The current standard is not informed by the complete streets policy because the concurrency standard is older. With the Transportation System Plan update that is underway, staff is looking to use different methodology to measure the performance of streets.
- How is safety for non-vehicular traffic measured? Staff responded in the Transportation Improvement Program, safety is measured and prioritized for specific projects. The City also utilizes a collision dashboard to understand the number and types of crashes that occur along different segments that are being studied for complete streets treatments.

The presentation continued with alternative 2, which focuses on transit mobility and the presentation covered each of the cross sections along the corridor indicating where traffic lanes, mobility lanes, and

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business access and transit (BAT) lanes would be located and if present how they would be designed in each segment.

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

- How are bus stops integrated with the bike lane? Staff responded there are a few treatments that could be used. One option is to pull into the bike lane and another option is to build up the space between the buffer and the curb to be a pedestrian space. Bikes would go up and over the station platforms, but these would be extended to preserve separate space for lighting, people waiting for the bus, and people using the mobility lanes.
- If the bus stops in the general purpose travel lane, how does that affect the speed of traffic? Staff responded that would need to be further analyzed to understand approximate delays. With the BRT, stops are quicker, averaging approximately 17 seconds of dwell time per stop.
- Between 62<sup>nd</sup> and Andresen, where do the bikes go? Staff responded that's the challenge here, as we need to maintain the two westbound general purpose travel lanes. We'd need to look at transitioning bikes on or off the corridor, such as a parallel route.
- An option to repurpose a travel lane in each direction between 62<sup>nd</sup> and Andresen for a mobility lane with buses stopping in the lane. Staff responded this segment has the heaviest traffic. If the bus is in the general purpose travel lane, it will be slowed down with the other traffic moving through the corridor.
- Amount of traffic going each way and option to repurpose lanes between 62<sup>nd</sup> and Andresen. Staff responded there is more traffic moving westbound, which is why two general purpose travel lanes are retained in alternative 2. Eastbound needs a BAT lane to maintain speed and reliability for BRT.
- How is the BAT lane enforced? Staff responded it's a challenge. There need to be signs and striping to indicate where cars can and cannot be. The consultants are working on an implementation plan for this, which includes an education campaign, warnings, and eventually enforcement and fines.
- Desire to find a solution for bicyclists from 62<sup>nd</sup> to Andresen, support for keeping bikes off sidewalks, and avoiding conflicts between pedestrians, bicyclists, and vehicles.
- Concerns with a BAT lane starting and stopping and desire for consistency through the corridor. Staff agreed that is a concern, and design considerations will be particularly important at intersections and bus stops to make clear where cars can be while maintaining the BRT speed and reliability.
- Consider repurposing the left turn lane where it's not serving businesses or minimally used. Staff responded there was strong feedback from the business community against making changes to how people access businesses., and that removal of the turn lane may not be supported by the business community.
- What would the pressure of removing a lane do to people's behavior?
- How these changes might affect public safety facilities on the corridor. Staff responded they're not aware of any concerns yet. There is space for vehicles to pull out of the way of emergency vehicles to get through. Staff will need to follow up with them later with emergency services provides as designs are advanced for the project.
- Potential for consideration of additional alternatives to address the Commission's concerns. Staff will bring a new option that reflects this discussion and the impacts to different users.
- What happens east of Andresen? Staff indicated that intersection and section will be part of a future project that aligns with pavement management work, and that it will be analyzed then to

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extend complete streets and multimodal facilities. Given the limitations associated with projects intended to be accomplished within the right-of-way and utilizing the blank slate of pavement management and opportunities to change striping, it is harder to make major capital changes to intersections or roadway segments, both on the timing as well as funding side. It doesn't mean they aren't important, but that some of the additional changes might have to wait for future projects and funding.

**COMMUNITY FORUM (1:55:52)**

No members of the public were present to provide comments.

**WORKSHOP (1:56:24)**

**2024 – 2029 Transportation Improvement Program**

**Chris Malone, Finance and Asset Manager, Public Works**

Chris Malone presented an overview of the Transportation Improvement Program (TIP), how the TIP fits into the pipeline of transportation projects from policy and planning to construction, changes that were implemented to the TIP based on feedback from the Commission in 2021, project changes for 2024 to 2029, the interim process to score transportation projects, future changes to TIP prioritization, the public outreach process, public comments since the last TIP update, proposed updates to the City's arterial map that are recommended to be included in the TIP, and the proposed schedule for this year's TIP adoption.

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

- How to distinguish between capital projects and road improvements? Staff responded capital projects include street improvements and utility work. Improvements from the development community are not considered capital projects as they are not funded by the City. Some maintenance projects can turn into capital projects, such as active transportation projects implemented through the Pavement Management Program.
- What issues are addressed with the arterial map change to redesignate E. 18<sup>th</sup> Street from a collector arterial to a minor arterial? Staff responded this street is connecting two principal arterials. Transportation planners and engineers indicate that typically a street serving as a connector in this way should be a higher classification. This proposed change would provide more flexibility to serve the community. A minor arterial can be built to a larger standard to accommodate increases in traffic.
- Neighborhood concerns with E. 18<sup>th</sup> Street, and potential changes to increasing traffic in this area in conflict with safety for people walking and biking. Staff will follow up with details on the definitions of these designations and types of allowed traffic calming.
- Suggestion to add contact information and project goals on the project sheets. Staff agreed with these suggestions and are planning to include project origin details.
- If we remove the numerical score from projects, how do we ensure we have a level playing field for these projects? Staff responded they're working through this now, and hope to have a way to both numerically score projects and provide qualitative information about a project for Council to consider when making decisions.
- Accessibility of scoring projects in graph or spectrum. Staff agreed that is a concern. Data and scores are used to build those graphics, so there will still be a numerical representation of the score.

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- How are projects evaluated after they are completed? Staff responded there is as process for the construction phase of a project. City inspectors evaluate the contractors work and alignment with the specifications of the project. On large projects, Council accepts the completed work and closes the contract with the contractor before moving on to the next project. There are also project evaluations as part of the complete street policy. When a project is complete, there is a yearlong review process to evaluate the project. Through the TSP update, there will be a defined and standardized set of evaluation criteria for complete street projects.
- Feedback on the outreach process for the TIP. Staff responded outreach hasn't started yet for this year's TIP. Some groups provided feedback to staff indicating they had provided feedback via other channels. Staff is planning to have phone conversations with stakeholders this year to get their feedback, rather than sending out a survey.

**COMMISSION COMMUNICATION (2:59:44)**

Commissioner Jackson indicated there are now No Right Turn on Red signs at the Columbia Street couplet, but there are issues at other intersections along the corridor where cars are turning right on red. Staff responded this is being reviewed as part of the project evaluation, and will indicate the following intersections need to be reviewed: Columbia at Fourth Plain, McLoughlin northbound, Evergreen, and at 13<sup>th</sup> where there is no bike box on either side.

Commissioner Ruggles expressed concerns with speed of traffic on Grand Avenue and the need for traffic calming.

**ADJOURNMENT 7:40 PM**

DocuSigned by:  
  
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Mario Raia, Vice 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