



# 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 · Thinh Phan · Mario Raia · Eduardo Ramos · Derya Ruggles · Ken Williams

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## ***September 5, 2023***

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

The September 5, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:00 p.m. by Chair Ramos.

**Present:** Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Leah Jackson, Soroush Mohandessi, Thinh Phan, Mario Raia, Derya Ruggles and Ken Williams

**Absent:** Corey Grandstaff, Mike Paine

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**

**Motion** by Commissioner Williams, seconded by Vice Chair Edwards, and carried unanimously to approve the August minutes as amended.

#### **WORKSHOP**

##### **Main Street Promise**

**Ryan Lopossa, Streets and Transportation Manager, Public Works; Chris Harder, Deputy Director, Economic Prosperity & Housing**

Ryan Lopossa presented a project overview, goals and guiding principles, project timeline, and takeaways from the August TMC workshop. Rebecca Kennedy presented policy guidance for this corridor from the Transportation System Plan (TSP) as a primary pedestrian corridor and facility design guidance from the National Association of City Transportation Officials (NACTO) for small mobility. Ryan Lopossa presented proposed project design elements including speed tables, bike parking corrals, and bollards. Chris Harder presented a review of the community engagement and feedback process, the business mitigation program, and business assistance efforts. The presentation concluded with the next steps for this project.

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

- Parking availability for those who drive to Main Street. Staff responded they have been working with the City's parking manager, with the goal of parking availability for customers and working with businesses to provide parking for employees and contractors during construction.

- Current speeds recorded on Main Street. Staff responded the 85<sup>th</sup> percentile is at 20 miles per hour, the posted speed limit.
- Traffic volume on Main Street and consideration for making Washington Street two directional. Staff responded there have been discussions about making Washington two directional, but currently waiting on more information from the Interstate Bridge Replacement Program and the impacts to downtown traffic.
- Other treatments that may be needed if Main Street is pedestrian only. Staff responded they would need to understand where pedestrians are expected to be on the corridor, and then consider how to dedicate space for small mobility devices. If the parking area was repurposed, some of the tactile plates may need to be moved and new striping added.
- Engagement with Urban Forestry on this project and ensuring there is enough sidewalk space for businesses and pedestrians. Staff responded they have worked with existing businesses on the plans for sidewalk space. Urban Forestry is involved in the project and working to retain many of the existing trees on the corridor.
- Leveling the grade of Main Street for bicycle safety. Staff responded it's not feasible given cost, existing buildings, and underground utilities. The speed tables are intended to address the speed differential between vehicles and bicycles and are more effective.
- Access to parking during short durations in the day. Staff responded there would need to be another use for the parking area when parking is not allowed. It's more likely the City will work with businesses to close the street to vehicle traffic for short term events, like weekend events. During programmed closures, the City will study impacts on businesses, but will also look at what is needed for businesses to make sure they have a sustainable amount of customer traffic when there are not programmed events.
- Will the speed tables cause issues during events? Staff responded they won't. There are speed tables on Waterfront Way, which has been closed for events in the past. If the street was closed permanently to vehicles, they could be removed.
- Width of the sidewalks. Staff responded the cement sidewalk section is 6 feet wide.
- Event facilities. Staff has consulted with the group that runs the Vancouver Farmers Market to understand where to put utilities for events, including electrical, water and sewer on Main Street.
- Communication with contractors during construction for business access. Staff responded there will be specific direction to the contractors to maintain access to businesses during construction, as well as information on timing of work that may be disruptive.
- Will bollards be installed throughout the entire project area or only in specific areas? Staff responded there will be a system of bollards through the entire project area, with the ability to close subsets of the street and the East-West streets that cross Main Street.
- Access to parking structures adjacent to Main Street. Staff responded the City can't compel private property owners to allow public access to a parking lot. The City no longer builds off street parking and is focused on managing the on-street parking system. Employers have access to City programs that focus on transportation demand management with encouragement and incentive programs to make non-drive alone trip choices more feasible.
- Strategy to implement programs and events for businesses where the street is closed to vehicles. Michael Walker, representing the Vancouver Downtown Association, responded they partner with downtown businesses to plan events, often where a portion of a street or alley is opened up for event space. They have also worked with the organizers of the Farmers Market to plan special markets and events. City staff also noted the Parks Recreation and Cultural Services

Department has special event staff that coordinate with businesses when planning events that require street closures.

### **WORKSHOP**

#### **Transportation System Plan (TSP) Update**

**Kate Drennan, Principal Transportation Planner, Community Development; Stephanie Wright, Nelson\Nygaard**

Kate Drennan presented the key upcoming dates for adoption of the TSP. Stephanie Wright facilitated a discussion on the draft TSP chapters. The feedback on chapter 1 included using more graphics and less text, clearly indicating that the TSP is a 20-year plan, including a glossary of definitions and using fewer acronyms. For chapters 2 and 3, defining a high score on the equity index. In chapter 4, improve explanation and definition for BSM facilities that fall in the medium stress category. For the low stress graphics in chapter 5, remove the arrow for low stress since they all represent low stress facilities. For the BSM network maps, more distinction between the colors representing different types of facilities, avoid using pastels, and distinguishing between other regions in the City and the County. In chapter 7, define Vision Zero.

### **COMMUNITY FORUM**

Richard Kolber was present to provide comments related to the 112<sup>th</sup> Avenue project. He has observed drivers speeding along the corridor, it's not safe for use by bicycle, and supported traffic calming measures to increase safety.

Linda Glover, Executive Director of Divine Consign, was present to highlight the breadth and diversity of communication between the City and Main Street businesses during the Main Street Promise project. The project is centered on the pedestrian experience, and expressed concern with adding bicycle lanes and corrals as it may detract from the pedestrian experience. The scale and cost of the project represent a transformative opportunity and should address the current and future needs of the community.

Dean Irvin was present to speak regarding Main Street Promise. The project runs through the historic district and should be kept in mind when making decisions on the design of the project. Traffic through the corridor is fairly slow due to the amount of stop signs and bicycles can ride in the lane with traffic.

Seanette Corkill was present to share her experience as a member of the Main Street advisory committee. The design team incorporated the feedback from the committee and was supportive of the added bicycle parking on Main Street, though there may be more than is needed. She also supported adding public restrooms.

Michael Doherty supported automated bollards on Main Street to facilitate access for emergency and delivery vehicles and removing parking to encourage alternative modes of travel to get downtown.

Paul Sochacki supported active mobility access on Main Street and facilitating access to downtown from other parts of the City and the region.

### **WORKSHOP**

#### **112<sup>th</sup> Avenue Safety & Mobility Project**

**Kate Drennan, Principal Transportation Planner, Community Development; Ryan Farncomb, Project Manager, Parametrix; Kirsten Pennington, KLP Consulting**

Kate Drennan presented the project purpose, area and timeline. Ryan Farncomb presented on the key issues in the corridor, including a high number of crashes, long distances between crossings, and gaps in the pedestrian, bike and transit networks, and a summary of data on traffic volumes and crashes. Kirsten Pennington presented on the engagement activities happening in Fall 2023 and upcoming work in 2024 and the feedback received so far. Concerns included safety, excessive speed, dangerous crossings, lack of lighting, narrow travel lanes, potholes and pavement conditions. The presentation concluded with the draft project goals and evaluation criteria.

The bullets below summarize the Commission's feedback on the project:

- Include analysis of center and right turn lanes.
- Currently, there is no multi-mode path that parallels I-205.
- Are users traveling the entire length of the corridor, and if so why and where are their destinations? Staff responded based on traffic patterns, most vehicles are not traveling the entire corridor. We will look at different solutions and configurations based on the different usage patterns.
- Including Russian and Spanish speakers at in-person outreach events.
- Learning from other Cities and examples of similar projects. Staff responded the consultants on these projects bring experience from other cities projects. The City is also following the NACTO standards, which includes examples and best practices from across the country. Lastly, staff included use of a Safe Systems approach that includes interventions for specific types of crashes and supports access to grant funding.
- Measure transit usage safety separately from other alternative modes of transportation safety.

#### **STAFF COMMUNICATIONS**

Rebecca Kennedy introduced two new transportation planners, Maggie Derk and Brett Setterfield, who joined the team in August.

#### **COMMISSION COMMUNICATION**

Commissioner Jackson requested an update on Fort Vancouver Way, which is in the process of being repaved. Staff responded there is temporary striping in the old configuration, but the permanent striping will reflect the planned design.

#### **ADJOURNMENT 7:54 PM**

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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 | Relay: 711 | Julie.Nischik@cityofvancouver.us