

# 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 · Matt Herman · Alexander Hubert · Leah Jackson ·  
Mike Paine · Mario Raia · Eduardo Ramos · Derya Ruggles · Ken Williams

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## ***March 1, 2022***

**Time:** 4:00 – 7:39 p.m.

**Location:** Convened telephonically, no in person attendance

### **CALL TO ORDER AND ROLL CALL (00:20)**

The March 1, 2022 meeting of the Transportation Mobility Commission was called to order at 4:05 p.m. by Vice Chair Mario Raia.

**Present:** Chair Eduardo Ramos (joined at 4:14 pm), Vice Chair Mario Raia, Commissioners Jeananne Edwards, Connor Godsil, Matt Hermen, Alexander Hubert, Leah Jackson, Mike Paine, Derya Ruggles (joined at 4:16 pm), and Ken Williams

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES (01:16)**

**Motion** by Commissioner Hubert, seconded by Commissioner Williams, and carried unanimously to approve the February minutes.

#### **ROLL CALL VOTE:**

Jeananne Edwards	Yes
Connor Godsil	Yes
Matt Hermen	Yes
Alexander Hubert	Yes
Leah Jackson	Yes
Mike Paine	Yes
Derya Ruggles	Absent at time of roll call, joined the meeting at 4:16 PM
Ken Williams	Yes
Mario Raia	Yes
Eduardo Ramos	Absent at time of roll call, joined the meeting at 4:14 PM

#### **STAFF COMMUNICATIONS (04:55)**

Rebecca Kennedy, Deputy Director of Community Development, provided administrative updates to the Commission. On February 28, 2022, City Council appointed an 11<sup>th</sup> member to the Transportation and Mobility Commission, Corey Grandstaff, who will fill the position for a Commission member with a disability or mobility challenge.

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**WORKSHOP ITEM (5:50)**

**Pavement Management Program (Ryan Miles, Public Works Street Operations Program Manager)**

Rebecca Kennedy introduced the workshop on the Pavement Management Program. The presentation will provide an overview of the program and the finalized 2022 Pavement Management Program. The presentation will also present preliminary plans for the 2023 and 2024 Pavement Management Program for Commission consideration and feedback.

Ryan Miles presented an overview of the program, its guiding policies and goals, the status of the pavement network and conditions, pavement lifecycle, pavement treatments and selection criteria pavement work, and an overview of project timelines.

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

- Equity consideration for project selection and decision making. Staff responded the Equity Index map is used with project maps to see how changes will affect areas of the City with high equity index scores. Staff noted this is an interim process that will change with the implementation of the TSP. Different project types of different impacts for system users. A sidewalk project would more directly affect the local users who live, work and travel through the area where the investments is made, whereas a project on an arterial street affects a broader base of users of the transportation network.
- Community input for the Pavement Program. Staff responded the Transportation and Mobility Commission is part of community input for plans for this program. Additionally, the transportation project pipeline includes policy documents such as the Transportation System Plan, the Capital Facilities Plan, subarea and district plans, and the Transportation Improvement Program, all of which are developed through processes that include community input and impact the prioritization of paving projects.
- Are most of the failed streets residential, and is there an effort to keep arterial streets well maintained? Staff responded that is true. There is a focus on keeping arterials from failing, as they serve multiple modes of transportation. More recently, with the additional resources provided by the Street Funding Strategy, the City has made an effort to reduce the number of failed residential streets while still maintaining arterials as well.
- When a street is rebuilt, is there a moratorium on construction on the new street? Staff responded that is correct, but there is a process to request approval to cut into newly built road to facilitate new construction.

Staff continued the presentation, covering the 2022 pavement projects, locations, and schedule. For the 2023 and 2024 program years, the presentation covered proposed project locations, including those slated for more in-depth planning processes to facilitate Complete Street upgrades. The 2025 Pavement Program is still under development but will include additional Complete Streets corridors and be informed by policy and project lists from the finalized Transportation System Plan update as well as input from the Commission.

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

- On SE 15<sup>th</sup> Street, is there a possibility of adding cross walks to improve student safety. Staff responded they would review and see if there was time to add this to this year's program to improve the school walk routes, but noted that lighting is required for all new crosswalks and

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there are budget limitations to the non-paving elements the paving program can absorb from a cost standpoint.

- The status of 18<sup>th</sup> Street from 134<sup>th</sup> to 162<sup>nd</sup>. Staff responded that project is tied in with a future capital project. There will likely be spot improvements in the interim.
- Any planned upgrades to Mill Plain. Staff responded there has been a lot of work done on Mill Plain in the last several years, with some planned preservation treatments in the future. The Mill Plain BRT is under construction and staff throughout the City have been involved in the planning process. The Highway 99 BRT planning phase starts this year, and the City will be involved in the planning process, including the Commission in 2023.

### **WORKSHOP ITEM (1:07:50)**

#### **Transportation System Plan (TSP) Draft Goal Framework (Jennifer Campos, Principal Transportation Planner; Stephanie Wright and Esther Needham, Nelson Nygaard)**

Jennifer Campos introduced the workshop. The Commission provided feedback on TSP values in 2021. The draft goals, policies, and metrics are built from the values discussions. This is in preparation for presenting to City Council in early April.

Esther Needham provided an update on the TSP schedule, the draft goals framework guiding the plan, the various inputs for drafting goals, and the five overarching goals.

The bullets below summarize the Commissions discussion on goal 1 to improve safety and promote health, potential policies, and example metrics.

- The goals are too broad, and metrics are not specific enough. Would prefer the policies to be measurable in and of themselves.
- Some of the metrics are unclear and should make sure the metrics are having the intended consequences.

The bullets below summarize the Commissions discussion on goal 2 to maintain assets and invest strategically for economic vitality, potential policies, and example metrics.

- What kind of goals were not included and how were these goals selected? Staff noted they engaged with the community and TMC to determine transportation values. Those values were used to prioritize the goals. The goals will evolve throughout the process, and there is still a lot of work to do to finalize the goals. There wasn't a long list of goals to start with and then a process of elimination; instead, the goals were crafted to incorporate the feedback and input received to date and emphasize key themes from the values discussions.
- Doesn't include freight mobility to the Port. Staff responded that freight mobility is incorporated in goal 5.

The bullets below summarize the Commissions discussion on goal 3 to reduce the impact of our transportation system on the climate and natural environment, potential policies, and example metrics.

- The metric for light pollution should be changed to reduce the amount of light. Staff responded this metric is used in other communities. From the ground level, LEDs appear to be a similar amount of light, but the LED lights are directed more towards the ground, rather than towards the sky. Staff agreed the type of lighting needs are varied depending on if they are for pedestrians or vehicles.

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- Support for battery powered vehicles rather than hybrid vehicles.
- Should focus on other modes of transportation other than just cars. Should promote the community to change so people want to walk rather than drive.
- Adding motorcycles as a travel option to help reduce congestion.
- More EV charging and consider who pays for charging and who profits.

The bullets below summarize the Commissions discussion on goal 4 to connect and strengthen our region and provide equitable access to local communities, potential policies, and example metrics.

- With the second policy, add “to improve quality of life in the neighborhood” so it doesn’t lead to gentrification, or for it to be viewed as support for gentrification.
- Equitable access to key destinations such as airports, schools, etc. from all areas of the City.
- Improve disability access and transportation options.

The bullets below summarize the Commissions discussion on goal 5 to expand mobility choices to improve efficiency and accessibility for people and goods, potential policies, and example metrics.

- What are financial incentives for transit or other micro-mobility services? Staff responded there are subsidy or incentive programs for low income residents. The goal is to have the highest number of qualified people enrolled in the program to maximize the effectiveness. Staff provided an example of the Commute Trip Reduction program which incentivizes employers to offer transit options for employees.
- Suggest adding improvements to connections of multi-modal transit, as typically if someone uses transit, they also bike or walk to the transit stop. Staff agreed that was a good point and added to the discussion notes.
- Does Vancouver have a plan for micro-mobility? Staff responded thus far, the City is looking at existing policies and regulations regarding micro-mobility. There has not yet been direction from City Council to study or implement a citywide micro-mobility program. Staff also noted they are looking for input from the community on this, and that it is included the TSP update. Staff intend to focus on how to ensure such a program is equitable and implementable.
- On micro-mobility such as scooters, the cost per trip is rather expensive. They work in more dense cities well, but could be harder to implement in Vancouver, where density is lower. The scooters can also get in the way of sidewalks and driveways. The lifespan of commercial on-demand e-scooters (not personally owned e-scooters) is quite low, and they are not recyclable or repairable. An option for e-bikes might be a better fit for Vancouver.
- A program to subsidize bikes for low income residents. Staff responded there are non-profit organizations that provide that type of service and could include a goal to support community partners who provide that type of program.

### **COMMUNITY FORUM (02:09:36)**

Glen Yung was present to provide comments on equity and safety. He encouraged conversation and data gathering on where people are injured and dying in the transportation system in all modes to find structural problems. Projects that address those problematic areas should be prioritized. Regarding the Capital Improvements Projects for the NW 32<sup>nd</sup> Avenue Extension, the Commission should consider equity impacts beyond transportation. Once implemented, the connection there will improve an area where there is an existing affordable housing and lower income communities, and there is a need to protect those who are there already.

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Don Steinke was present to provide comments on the City's goals to reduce greenhouse gas emissions. He provided information on Washington State laws for sales by auto manufacturers for battery electric vehicles. He urged the Commission to evaluate all proposals through the lens of the City's climate goals, particularly regarding capital projects, and to balance the money spent on capital projects with money needed for transit and complete streets projects.

**WORKSHOP ITEM (02:19:56)**

**Transportation Capital Improvement Projects (Ryan Lopossa, Public Works Streets & Transportation Manager)**

Rebecca Kennedy introduced the workshop, noting these projects have been a City priority for a long time and are enshrined in policy directives. There are still some opportunities for Commission input on these projects.

Ryan Lopossa presented the five major capital projects, including SE 1<sup>st</sup> Street between 164<sup>th</sup> Avenue and 192<sup>nd</sup> Avenue, NE 137<sup>th</sup> Avenue between 49<sup>th</sup> Street and Fourth Plain Blvd., Jefferson Street and Kaufmann Avenue between Evergreen and Mill Plain, NE 18<sup>th</sup> Street from 97<sup>th</sup> Avenue to 107<sup>th</sup> Avenue, and NW 32<sup>nd</sup> Avenue from SR-501 to NW 78<sup>th</sup> Street.

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

- What opportunities do we have for place-making in these project areas? Staff responded they are working to implement Council directives to make these facilities safer and more comfortable for people walking, biking, rolling and accessing transit in alignment with the City's Complete Streets Policy, but noted that these are also arterial corridors that carry large volumes of traffic as well as freight, so there is a need to balance safe mobility for all modes. The wider facilities and multi-use pathways help to make these areas more friendly to non-vehicle travel. Crossings are being treated differently now, to make it easier and safer for people to cross the street, such as roundabouts and flashing beacons. With stormwater facilities, they treat the water from the street before it infiltrates, and include vegetation elements, and using those facilities as a buffer between vehicles and people walking or biking as well as elements of traffic calming.
- The design for 49<sup>th</sup> Street includes a traffic circle for vehicles- how pedestrians will cross the street. Staff responded there will be pedestrian crossing using best practices for roundabout design, which are actually safer for vulnerable road users than signalized intersections, so they would not need to go out of route to cross the street.
- On Jefferson and Kaufmann and the multi-use path, a concern with bikes and pedestrians in the same facility and suggested swapping the bike and parking so there is more separation. Staff responded that can sometime be a challenge with mixed use paths, and that is typically addressed with striping to indicate where people should go. Staff also agreed with the suggestion for swapping the bike lane and parking as that has been done elsewhere successfully.
- Is 18<sup>th</sup> Street to be completed to 162<sup>nd</sup> by end of 2023? Staff responded the segment that is being worked on currently, between 97<sup>th</sup> Avenue and 107<sup>th</sup> Avenue will be constructed in 2025 and design of 18<sup>th</sup> Street between 136<sup>th</sup> and 162<sup>nd</sup> Avenue will start later in 2022 or early 2023, with construction a few years after that.

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**COMMISSION COMMUNICATION (03:12:16)**

Chair Ramos thanked the Commissioners for their dedication to participating in the Commission and the process. He suggested watching the Community Advisory Group for the Interstate Bridge Replacement Project from February 24, 2022.

Commissioner Ruggles thanked the Chair for his guidance of the meeting and encouraging engagement from the Commissioners.

Commissioner Jackson encouraged the Commissioners to do further research on light pollution.

**ADJOURNMENT 7:39 PM**

DocuSigned by:  
  
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Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.



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