

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

July 5, 2022

Time: 4:03 – 8:00 p.m.

Location: City Hall Aspen Room

CALL TO ORDER AND ROLL CALL (00:10)

The July 5, 2022 meeting of the Transportation Mobility Commission was called to order at 4:03 p.m. by Chair Eduardo Ramos.

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

Absent: Corey Grandstaff

ACTION ITEMS

ADOPTION OF MINUTES (01:20)

Motion by Commissioner Edwards, seconded by Commissioner Paine, and carried unanimously to approve the June minutes as written.

STAFF COMMUNICATIONS (02:40)

Rebecca Kennedy, Deputy Director of Community Development, presented a draft letter from the TMC to City Council in support of the Interstate Bridge Replacement Program Modified Locally Preferred Alternative. Staff highlighted the changes that were made to the original draft based on feedback received from the Commission. Commissioner Williams addressed the idea of a tunnel and referred to the IBR reports and documents that address that option, including the barriers to that option including cost, interchange options for Hayden Island, accident management, and access to Highway 14.

Motion by Commissioner Ruggles, seconded by Commissioner Hubert, and carried unanimously to send the letter as written to City Council.

WORKSHOP ITEM (18:34)

Sidewalk Program (Ryan Miles, Public Works Street Operations Program Manager)

Rebecca Kennedy introduced the workshop. Ryan Miles presented background information of the program, including program history and funding structure, the inventory of sidewalks in the City, and the processes through which sidewalks are added or repaired. Sidewalk maintenance and improvement is the responsibility of the adjacent property owner. The City is responsible for sidewalks abutting to City owned and maintained properties, curb ramps, and transit and school routes. Staff described the

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enforcement process to address sidewalk deficiencies, vegetation, or obstructions. Staff provided an overview of the sidewalk café program, and the street eats program.

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

- Amount of time it takes from start of the complaint process to repair of the sidewalk. Staff responded that often the repair happens more quickly than the maximum allowed 5 months. The longer time allows for the owner to plan and finance the repair.
- Consideration for a citywide bond to address sidewalk repair. Staff responded they haven't been part of that discussion. Seattle did something similar a few years ago, where the City took responsibility for repair and maintenance of the sidewalks.
- The City currently has a program for housing retrofits for income-eligible households, and whether the City has considered if there could be something similar to support the repair of old sidewalks. Staff responded they thought this was financed through CDBG and HOME funds and that we would need to identify a source of funding to do something similar for sidewalks, but it is one model we can look at as an example.
- Neighborhood association assistance for sidewalk maintenance and repair. Staff responded it would be a good idea, especially to address vegetation.
- Suggestion for the sidewalk café and street eats program, when the inspection of occupancy is conducted, informing the business of the program and how to participate to encourage participation and compliance.
- For curb ramps, are there federal criteria for compliance as well as funding? Staff responded there is defined criteria for curb ramp compliance, and the federal funds that are distributed to support this flow through the State. The City does apply for grants and funding, but there isn't a dedicated program to fund repairs and upgrades for curb ramp compliance.
- The cost to infill missing sidewalks and considerations about impacts that this can have on landscaping and trees in the planning strip. Is there a process to evaluate areas where the need is more critical to infill missing sidewalks? Staff responded they have gone through a prioritization process and will focus on integrating key segments into the Transportation Improvement Program (TIP) based on the prioritized project list that comes out of the Transportation System Plan update.
- Consider using the equity index to evaluate where the need is greater.

The presentation continued with changes the City would like to implement to improve the program, including updates to the Vancouver Municipal Code (VMC), a homeowner grant program, and a City financial assistance program.

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

- Regarding the financial assistance program and if the interest goes directly to the cost? Staff responded this program would be modeled on the City's existing Sewer Connection Incentive Program (SCIP), and payments would fund future work for the program to continue to infill sidewalks.
- Consider sharing the work and cost for repairs among neighbors who will benefit from the repaired sidewalks.

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WORKSHOP ITEM (1:08:33)

SE 34th Street Safety and Mobility Project (Rebecca Kennedy, Deputy Director, CDD; Kendra Breiland, Principal, Fehr & Peers)

Rebecca Kennedy introduced the workshop and provided an overview of the project.

Kendra Breiland presented the project goals, the public outreach process, the responses to the public outreach survey and the priorities of the survey respondents. The presentation continued with the traffic analysis, looking at existing conditions, repurposing travel lanes, and modeling for traffic volumes in 2027 and 2040.

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

- Adding of stop signs. Staff responded there are no new stop signs, but there will be intersection modifications, like repurposing lanes to go from two lanes to one.
- At the intersection with SE 164th Ave., don't see many people going straight at that intersection, most are turning left. Staff indicated they would look at the details of that part of the model. The models take a conservative look at the future of traffic and the five-year model prediction tends to be more accurate than the twenty-year model analysis.
- The impacts on streets that feed into SE 34th Street. Staff responded the intersections with stop signs show the delay on the feeder streets, rather than on SE 34th Street.

Staff continued the presentation with a summary of the traffic analysis, design elements such as buffered bike lanes, and safety enhancements such as a hawk beacon and modular bus platforms. Next steps for the project include continued community feedback, design considerations, and wrapping up the work by September so the micro-surfacing pavement treatment can occur in Summer 2023.

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

- Prefer bike boxes at intersections rather than vehicles turning right through the bike lane.
- Anticipate the wide bike lanes will be popular for biking, so should consider narrowing the buffer by a few feet to accommodate more bike traffic.
- The process and next steps on this project. Staff responded the TMC will make a recommendation to City Council on the final conceptual design plan. Staff anticipate bringing this back in September for a vote on the final design.
- An attractive project to encourage people to get out of their cars and bike.
- If the buffer is narrowed, does it still allow for bus platforms. Staff indicated it likely would but will confirm and bring this back at the next workshop. There is flexibility to adjust the width of bike lanes and buffers and use signs to direct bike traffic to accommodate bus platforms.
- Whether traffic modeling for 2040 considers new developments and the increase in traffic from projects such as the Vancouver Innovation Center, Vancouver HQ, and Section 30. Staff confirmed that model assumes full build out of all of those developments and the traffic they will generate.

COMMUNITY FORUM

There were no members of the public present in person or online to speak during community forum.

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WORKSHOP (01:53:19)

Transportation System Plan Update (Rebecca Kennedy, Deputy Director, CDD; Tom Brennan, Nelson Nygaard)

Rebecca Kennedy introduced the workshop, which focused on the draft list policies, programs, and projects the TSP will recommend, the overall project schedule, Council's recent feedback and endorsement of the projects goals including clear direction to elevate the goals of equity, safety, and climate above others.

Tom Brennan, Nelson/Nygaard, presented themes from the public input process and the draft big ideas. The first big idea is to support thriving neighborhoods through 15-minute neighborhoods, street connectivity, green streets, and community streets.

The bullets below summarize the Commissions questions and staff responses to the first big idea:

- The coordination process for other communities in the region. Staff responded the Regional Transportation Plan is coordinated through Metro and the Regional Transportation Council. They work to integrate projects and programs and manage the regional model for land use and transportation priorities. The TSP will feed into the RTP, along with the forthcoming update to the City's Comprehensive Plan and adopted subarea plans. There is an annual process where RTC works with the jurisdictions in southwest Washington to review the plans, which feed into the RTP and the regional model.
- Coordination with Clark County for this project. Staff responded the County has a seat on the technical advisory committee for this project and that City transportation planning staff work closely with the staff at the County.

The second big idea is to create complete corridors including updating street standards, using people-based metrics, adopting a vision zero policy, and an updated project delivery system.

The bullets below summarize the Commissions questions and staff responses to the second big idea:

- The coordination process to integrate other aspects of planning for placemaking and considering the experience of traveling in the community. Staff agreed that connecting services and functions is important and is part of the goal and will be part of the modal network component of the TSP. They also noted that there are ongoing maintenance and security issues to address with trails and walking paths.

Goal three is connecting people with transit, including access to transit, quality of access, enhanced transit corridors, and high quality transit to enhance land use.

The bullets below summarize the Commissions questions and staff responses to the third big idea:

- The City's approach to encourage employers to allow buses to go through business campuses. Staff responded if it's private property of the business, they would control whether buses have access to their site. The City can help to coordinate that discussion between transit and businesses.

Goal four is to build low stress networks, including standards for network density, considering all ages and abilities, pedestrian priority streets, bicycling and walking programming and staff needs, and managing motor vehicle speeds.

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The bullets below summarize the Commissions questions and staff responses to the fourth big idea:

- Consider an educational component for drivers to understand how to interact with cyclists and other people in the street.
- What is the ideal width of bike lanes? Staff responded physical separation from the traffic lane is an important part for bike safety. In the past, lanes were five feet wide and the only separation between bikes and cars was a stripe on the pavement. Now, the bike lane is a minimum of five feet wide with a buffer of two feet with physical separation. This is an evolving process, and we can consider now what our bike facilities need to be like for the future, balanced with the other needs for roadway space.

Goal five is to make growth a benefit for all, including development review processes and regulations that advance transportation policies, parking management and transportation demand management strategies identified in the TSP.

The bullets below summarize the Commissions questions and staff responses to the fifth big idea:

- Safe bike parking would encourage more people to bike to places; charging infrastructure for e-bikes should be included.
- Parking management and requirements. Staff responded the recommendations in the TSP will flow into the Comprehensive Plan. Staff will continue to look at parking from both land use as well as transportation perspectives.
- The City's Transportation Demand Management program. Staff responded that the City has an existing program with several components, some of which are currently on pause and being re-evaluated. As part of this, the City manages a Commute Trip Reduction (CTR) program for all of Clark County, in alignment with the State of Washington Commute Trip Reduction Law, which impacts large employers. . Within the Transportation Planning Team, there is a dedicated Transportation Demand Management Coordinator position that manages this work. Staff are planning to expand the program to include a residential program to provide resources to people when they move regarding biking, transit, and other transportation options.
- A workshop for Commissioners from different Commissions to meet and have coordinated conversations about these big projects that have overlap with other aspects of the City.

Goal 6 is about embracing the future, including data collection and monitoring, technology for systems management, electrification of vehicles and infrastructure, and emerging mobility options.

- Plans for EV charging stations in existing buildings. Staff responded this may be more of a land use issue. Many cities are looking at dense housing and prioritizing public charging in those locations. Another strategy is identifying commercial locations and locations in the public right-of-way (ROW) that are accessible to anyone.
- Skateboarding is not allowed on streets or sidewalks, but we might consider allowing it in mobility or bike lanes as they are improved. Staff responded that's something to consider and work through how to manage people traveling on different devices and at different speeds.
- How do we create active transit corridors, how do we turn streets over to bikers and other mobility options?
- Excited to see the green wave in the list of Policies, Programs and Projects.
- Focus is often on capital improvement projects, but didn't see a lot on maintenance, budget, commitment, resources, and technology to maintain all this.
- The work we're discussing is more affordable and inclusive than highway and freeway maintenance.

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COMMISSION COMMUNICATION (3:19:08)

Commissioner Jackson suggested including short segments on up and coming transportation ideas and projects.

Commissioner Williams recommended taking the tour at the Port of Vancouver. It was very interesting, informative, and useful.

ADJOURNMENT 8:00 PM

DocuSigned by:

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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 | TTY: 360-487-8602 | Julie.Nischik@cityofvancouver.us