



# 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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## ***December 6, 2022***

**Time:** 4:02 – 7:53 p.m.

**Location:** City Hall Aspen Room

### **CALL TO ORDER AND ROLL CALL (1:09)**

The December 6, 2022 meeting of the Transportation and Mobility Commission was called to order at 4:02 p.m. by Vice Chair Mario Raia.

**Present:** Vice Chair Mario Raia, Commissioners Jeananne Edwards, Corey Grandstaff (joined at 4:18 pm), Leah Jackson, Mike Paine, Derya Ruggles and Ken Williams

**Absent:** Chair Eduardo Ramos, Commissioner Connor Godsil

**Motion** by Commissioner Edwards, seconded by Commissioner Ruggles, and carried unanimously to excuse the absences of Chair Ramos and Commissioner Godsil.

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES (3:33)**

**Motion** by Commissioner Williams, seconded by Commissioner Paine, and carried unanimously to approve the November minutes.

#### **STAFF AND COMMISSION COMMUNICATIONS (5:26)**

Commissioner Ruggles participated in the recent tree walk along Fourth Plain Corridor that included members of the Fourth Plain Coalition and members of the City's Urban Forestry team. The group will interview business owners along the corridor about trees that represent their culture and work to increase urban canopy in the area to support environmental health and climate adaptation.

#### **WORKSHOP (8:52)**

##### **Heights District Project Update**

**Amy Zoltie, Real Estate Project Manager, Economic Prosperity & Housing City of Vancouver; Will Grimm, Principal, and Jason Graff, Principal, First Forty Feet; Cory Kratovil, PBS Engineering**

Amy Zoltie introduced the workshop. The presentation provided an overview of the Heights project timeline, the streets within the project scope and the planned design process for mobility and transit improvements and stormwater management within the District. The current project anticipates taking plans for all infrastructure elements to thirty percent design, including projects along Mill Plain, Devine, MacArthur, Andresen roads, intersections, crossings and mobility elements and other improvements. The presentation went into detail on the intersection at Mill Plain and MacArthur with a discussion of

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the mobility lanes and crossings at the intersection, the intersection of Andresen Road at MacArthur, the MacArthur greenbelt, the Tower Mall redevelopment area, the existing conditions and plans for Devine Road. The presentation concluded with the stages to get to 100% design documentation for all project elements.

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

- Will businesses on Devine Road be displaced by this project? Staff responded that they are in communication with the business owners and are working to implement specific Heights District Plan policies for retaining local businesses. There is an equitable development strategy being developed for the project that will focus on not displacing businesses and residents through direct or indirect impacts of redevelopment.
- How has public input changed the direction of this project? Staff responded it's an iterative process and can provide a summary of the open house to show how the public has responded to the different elements of the project. There was also significant public engagement during the nearly three-year planning process for the District and first phase implementation activities.
- Is there enough space for bikes on the MacArthur greenbelt? Staff responded there's room to look at the current design of 12 feet to enhance it to accommodate growth and comfort for different types of users.
- Is there another surface treatment that could be used in the mobility lanes to treat stormwater? Staff responded stormwater from MacArthur drains directly to the Columbia River and there are major benefits to creating a stormwater treatment facility in the right-of-way of MacArthur.
- Vehicles turning from Blandford Drive onto MacArthur and concern for safety at this intersection. Staff responded the design has vehicles stopping before the mobility lane, with space to pull forward and stop again before making a turn onto MacArthur. They are also considering adding a bike box at that intersection.
- Options for accessible wayfinding. Staff responded they are working on a signage palette, laying out locations for different types of internal and regional wayfinding. Staff are developing the signage for a broad range of abilities and skills, as well as looking at smart navigation technology for this area. The Heights District Plan includes policies for universal design throughout the district.

### **WORKSHOP (1:10:15)**

#### **Transportation System Plan Update**

**Kate Drennan, Principal Transportation Planner, Community Development; Tom Brennan, Nelson\Nygaard**

Kate Drennan introduced the workshop and Tom Brennan presented an overview of the Transportation System Plan (TSP) to date, future multimodal corridors, low-stress walking and rolling networks, pedestrian centers, low-stress mobility networks, and expansion of the mobility network to the urban growth area (UGA).

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

- Connecting the mobility network to Camas. Staff responded the City coordinates with the City of Camas. Planning for the Vancouver Urban Growth Area (VUGA) is somewhat different than planning for connections to Camas due to Growth Management Act provisions that anticipate future annexation of the VUGA into the City of Vancouver. Camas is part of the technical

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advisory committee for the TSP update program and the City does co-planning work on individual projects with Camas in addition to coordinating on plans and policies.

- What is the difference between the low-stress mobility network and multimodal corridors? Staff responded that the multimodal corridors are those corridors identified with a need for improvements for pedestrians, bikes and small mobility and transit, and the map of these shows current and future Complete Streets projects. The low-stress mobility network historically was called the bike network. We recognize that there are other mobility users who use this network and therefore have changed the name to reflect the broader uses.
- Are skateboards included in the mobility category, as in the past skateboarders have been cited when riding in the street? Staff responded part of the implementation of the TSP will include updates to Title 11 and 20, including definitions to address issues like this to encourage a separation of speeds of the various types of mobility devices.

The presentation continued with the Fall 2022 community engagement process, including online and in person events, a summary of input from focus groups and presentations to neighborhood and community presentations, responses from the online survey, and ongoing engagement in 2023.

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

- At this planning stage, is there a way to engage with the community on clean streets for mobility users. Staff agreed this would be a good stage to consider that, as different parts of the right of way have different responsible owners. The City has also purchased a mini-sweeper to sweep protected mobility lanes in the City.
- Encouraged engagement with consumer group organizations representing blind people in the community to discuss the TSP. Staff will reach out to those groups to discuss further.

### **COMMUNITY FORUM (2:01:43)**

Jason Cromer was present to speak to the Commission about the Main Street Promise project. He described the efforts of the Vision Zero Movement that works to create streets where no fatal pedestrian and bicyclist deaths in occurs. This policy goal has been implemented in Oslo, Norway, as well as other cities in Europe that have removed cars from city centers and replaced that space with access for bikes, pedestrians, and transit. Removing or limiting personal vehicles in city centers benefits the businesses and supports the city's economy and the cost of maintenance is lower due to fewer vehicles traveling on the road. He was supportive of making Main Street car free to encourage street festivals as well as reduce vehicle emissions to align with the City's climate action goals.

### **WORKSHOP (2:09:00)**

#### **Interstate Bridge Replacement (IBR) Program Overview**

**Katherine Kelly, Senior Policy Advisor, Community Development Department, City of Vancouver;**  
**Casey Liles, Design Manager, Interstate Bridge Replacement Program; Shilpa Mallem, Deputy Design Manager, Interstate Bridge Replacement Program**

Rebecca Kennedy introduced the workshop and briefly described the structure of the Interstate Bridge Replacement Program as well as the scope for this first presentation to the Transportation and Mobility Commission. Shilpa Mallem presented an overview of the IBR program location, ongoing bi-state efforts that have been initiated the IBR program, the oversight and advisory groups, and the rationale for replacing the interstate bridge. Equity and climate are key priorities in the IBR program and the program is engaged with the community at in-person events and online to gather responses and feedback to the

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project. The modified Locally Preferred Alternative (LPA) was endorsed in summer 2022 by the program partners and the Executive Steering Group and includes four main changes from the previous bridge replacement effort, including a partial interchange on Hayden Island, adding one auxiliary lane in each direction, an extension of light rail transit from Delta Park to Library Square in Vancouver and variable rate tolling.

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

- How do you get from I-5 to SR-14? Staff responded the no ramps between I-5 and SR-14 would be eliminated, but their grade would likely change.
- How to manage congestion in downtown Vancouver during the morning peak when the majority of vehicle travel is trying to go southbound on I-5? Staff responded it is an issue that will be addressed through increased capacity, safety improvements, transportation demand management, and increased travel options to alleviate the congestion on the bridge that flows downstream into downtown.
- Have you looked at removing the C Street ramp with access to downtown via Mill Plain? Staff responded they are studying two options in the NEPA process, one with the C Street ramp, and one without, and the impacts to both those options.
- Is there consideration for the aesthetics of the new bridge? Staff responded it will be part of the design. There are many constraints for this project but there will be a process with the public to discuss the aesthetics of the structure and areas around the bridge structure itself. This will be an important conversation to ensure that it does not impede on downtown but is welcoming and reflects the community's desires.
- Describe I-5 southbound to SR-14 eastbound and how that interacts with the C Street ramp. Staff responded today there is an auxiliary lane between Mill Plain and the SR-14 exit and in the new proposal, the exit would stay in the same location but would go under I-5 to connect to SR-14 and would be a collector distributor rather than a weave. All traffic is sent off to the ramp, rather than on the main road.
- What is the potential community connector? Staff responded there is a strong desire to ensure the interstate isn't a barrier to east-west connections. A proposed lid or connector over the interstate south of the Evergreen over crossing was part of the previous Columbia River Crossing project as well, and it will be multi-modal and non-vehicular. This would attempt to re-establish the connection between the community that was divided by the interstate.
- Is funding in place for light rail and are other transit options still being considered? Staff responded light rail is part of the modified LPA that the program anticipates seeking funding for the entire package for the IRB program, including light rail through the Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) program. In addition to light rail, the program will construct highway shoulders to support an extension of bus on shoulder that is currently on I-5 north of the bridge so it can continue south through the remainder of the Bridge Influence Area (BIA).

The presentation continued with an overview of Hayden Island and Marine Drive and additional assumptions made in the modified LPA.

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

- How will cyclists connect to destinations in Portland after the multi-use path ends? Staff responded there are connections throughout the program area that will connect to existing

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networks. Staff are working with the City of Portland to consider how to improve those connections and networks.

- What is variable rate tolling? Staff responded variable rate tolling means the toll rate is higher at different points of the day, but that these do not change from day to day and are on a predictable schedule so people can plan in advance.

The presentation concluded with the environmental analysis for the program that is building on and improving upon past work in this area, the technical elements of the environmental analysis, the Environmental Impact Statement (EIS) comment period, the upcoming milestones for this process, the pursuit of federal funding, the cost and financial plan, the program timeline, and upcoming public engagement in 2023.

**ADJOURNMENT 7:53 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