

# 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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## ***February 7, 2023***

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

The February 7, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:03 p.m. by Chair Ramos.

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

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES**

**Motion** by Commissioner Williams, seconded by Commissioner Edwards, and carried unanimously to approve the December minutes.

#### **ELECTION OF OFFICERS**

Commissioner Ruggles nominated Jeananne Edwards for Vice Chair. There were no other nominations for Vice Chair.

#### **Roll Call Vote**

Commissioner Edwards	Y
Commissioner Jackson	Y
Commissioner Godsil	Y
Commissioner Paine	Y
Commissioner Ruggles	Y
Commissioner Williams	Y
Commissioner Raia	Y
Commissioner Grandstaff	Y
Commissioner Ramos	Y

Commissioner Ruggles nominated Eduardo Ramos for Chair. There were no other nominations for Chair.

#### **Roll Call Vote**

Commissioner Edwards	Y
Commissioner Jackson	Y
Commissioner Godsil	Y
Commissioner Paine	Y
Commissioner Ruggles	Y

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Commissioner Williams	Y
Commissioner Raia	Y
Commissioner Grandstaff	Y
Commissioner Ramos	Y

**STAFF COMMUNICATIONS**

Emily Benoit, Senior Transportation Planner published an introductory memo for the McGillivray Boulevard Safety and Mobility Project prior to the meeting and was made available for Commissioner questions. No questions were raised. As a next step the project team will hold a workshop for this project at the April TMC meeting. More information about the project can be found on the City website.

**WORKSHOP**

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

**Kate Drennan, Principal Transportation Planner, CDD; Adrianna Stanley and Ryan Farncomb, Parametrix**

Kate Drennan presented an update on the Fourth Plain and Ft. Vancouver Way Safety & Mobility Project, including the Project Team’s recommendation for Phase 2 of the project. She began the presentation with an overview of the project, outlined the ways in which the project aligns with the City’s strategic priorities of safety, equity, and climate, provided an overview of the values and priorities outlined by the TMC and City Council, and reviewed the construction phases of the project.

Ryan Farncomb presented feedback gathered from community engagement with the project and outlined the corridor constraints and considerations that impacted the design alternatives and recommendations. Throughout the process, staff used feedback from the Commission, Council, and the public to inform the project recommendations.

The project recommendation was broken into three parts utilizing different programs to advance a set of improvements. First, the team recommended that the roadway be restriped with an enhanced transit mobility lane reconfiguration when the City does pavement preservation work in 2024. The second recommendation added new capital projects to the Transportation Improvement Program to create new and improve existing mobility lane connections east to west. The capital projects will also look at traffic calming investments on Grand Blvd and Brandt Road and recommend an intersection mural at E Fourth Plain and Falk Road. The third part of the recommendations was a capital project for a new multiuse facility along Fourth Plain from 62<sup>nd</sup> to Andresen. This project will be recommended for community consideration in the forthcoming Fourth Plain For All – Investing in Our Future community strategy for investing American Rescue Plan Act (ARPA) dollars in the Fourth Plain area, and incorporated into an updated strategy for the corridor.

The bullets below summarize the Commission’s questions during the presentation, and staff responses:

- Are you sure you could not fit one mobility lane in the section between 65<sup>th</sup> and Andresen? Staff responded there are constraints in that section of the road including a narrower right-of-way, a concrete median and heavier congestion in the westbound lanes. Staff are still studying options for this segment, and there would potentially be enough space for one striped mobility lane if the concrete median were removed but it likely would not meet our updated standards for a

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mobility lane. This is one reason why staff are recommending complementary network investments and the longer term off-street multiuse path in this section.

- How will City Council evaluate and prioritize the third recommendation of this project (the multiuse facility)? Staff responded that Council has dedicated \$30 million from ARPA to the Fourth Plain Corridor and directed staff to facilitate a power sharing process with the community to create an investment strategy and prioritize projects for the funding. If this recommendation is not ranked highly enough for implementation with ARPA funding, it would still be included in the City's Transportation Improvement Program and be prioritized according to that process.
- Why aren't the Business Access and Transit (BAT) lanes continuous throughout the corridor? Staff responded the design recommends BAT lanes where they are most needed to avoid congestion, while repurposing the space in other areas of the corridor to add improved mobility lanes for other corridor users.
- Has there been consideration of stormwater drainage for this project? Staff responded since this project does not move curbs or change the pavement surface area, stormwater drainage has not been part of the discussion for the project.
- How will this enhance access to amenities on the Corridor? Staff responded this project will enhance access to amenities such as parks, grocery stores and other services because there will be better access for all modes of travel along the corridor.
- Will the area become a draw for services, businesses, and amenities, and how will the increase in activity be accommodated? Staff responded that the traffic modeling for the project looked at expected growth for the next ten years based on known developments and anticipated growth factors and accounted for those added trips in the traffic model. While these trips have been anticipated in the design, the project team expects that the improvements to transit and mobility lanes will also encourage more trips on the corridor using those modes.
- Are concurrency standards specific to Vancouver? Staff responded that roadway performance measures are commonly used by Cities, Counties, and the State to track the capacity and performance of a roadway. Jurisdictions use different ways to measure this, but the City of Vancouver uniquely uses a minimum travel speed on the corridor as our concurrency standard.
- Was there a feasibility study to review the impact to level of service with the reduction of travel lanes, and if it fails, what does the City do? Staff responded affirmatively that the traffic models used in this project evaluated traffic volumes and performance today and considered how that would change with the repurposed travel lane designs. In addition to looking at today's performance, the team evaluated performance in future years with the added growth in trips and the roadway reconfiguration. If concurrency standards are not met on a corridor, the City looks at mitigation tools, such as adding traffic signals, turn pockets, or other tools to decrease travel delay.

### **WORKSHOP**

#### **Climate Action Framework**

**Aaron Lande, Programs & Policy Manager, CMO; Rebecca Small, Senior Policy Analyst, CMO**

Aaron Lande presented a brief review of the Climate Action Framework (CAF) and a timeline of Council actions. Rebecca Small presented on the CAF's alignment with Council's policy priorities, provided an overview of the goals to reduce greenhouse gas emissions, and an overview of the framework's sections and strategies. Rebecca's presentation briefly outlined the strategies for transportation, natural

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systems, land use, solid waste and wastewater, equity and the green economy, and buildings and energy.

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

- Will there be requirements for electric vehicle and bike charging in new residential buildings? If so, how will this impact the overall capacity for the power grid? Staff responded that the development code requires infrastructure for electric vehicle charging in new developments. The City is also piloting bike parking and charging in the Heights district and will look to expand that city-wide after evaluating the pilot. Bonneville Power Administration is required by state law to provide an amount of power that is demanded by the community and part of their planning work is to meet existing and new demand.
- Are there plans for a bike sharing program in Vancouver? Staff responded there were plans to develop a micro-mobility program before the pandemic hit, and it was put on pause at that time. There is a recommendation in the Transportation System Plan to re-initiate a micro-mobility program.
- How will the City expand EV charging infrastructure beyond new construction? Staff responded there will need to be a planning process to evaluate the best locations to add charging infrastructure, how to pay for the infrastructure, considerations of public versus private charging, and other outstanding questions. The City is beginning to update the City fleet this year to no/ low emissions vehicles and will begin to grapple with these questions on a smaller scale.
- Can the City require property owners to plant street trees? Staff responded they were not sure but would look into the legal validity of the idea.
- Comment- the City should support transportation options for those who stay at warming and cooling centers.
- Could the City assign fines for tree removal? Staff responded this was not addressed in the CAF, but staff is working to update the Urban Forestry Management Plan this year which will consider options to prevent the removal of mature trees. City Council also approved funding for an enhanced tree management service to support lower income community members with tree maintenance.
- How will the City reach its goals with the River Road natural gas plant? Staff responded that the facility is currently undergoing an overhaul to improve its operations and decrease its emissions. Ultimately, the utility must be carbon neutral by 2045 without carbon offsets, and at some point in the future it will likely go offline.

After the break, Commissioner Jackson joined the meeting virtually, and Commissioner Grandstaff left the meeting.

### **COMMUNITY FORUM**

Dan Packard was present to speak to the Commission about mobility lane safety. He relayed an incident of biking on Columbia Street and nearly hitting a zicla that was hidden under leaves. He encouraged consistency with spacing and the vertical barriers to indicate to cyclists the start of ziclas as a traffic barrier. He also suggested better striping on Columbia at 6<sup>th</sup> to improve safety for bicycles at that intersection.

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**WORKSHOP**

**Main Street Promise Project Update**

**Teresa Brum, Deputy Director, EPH; Ryan Lopossa, Streets and Transportation Manager, PW**

Teresa Brum presented an overview of the project, the funding sources, progress on the project to date, goals and guiding principles, design alternatives, and the remaining timeline for this project. Ryan Lopossa presented on the streetscape zones, including the walk-off zone, furnishing zone, pedestrian zone, and the building zone. The presentation went into detail with examples of these zones under consideration for Main Street, integrating art, and business customization. The design options include active middle, linear park, and active edge and will likely include a mix of the three. Staff provided an overview of community engagement, including a recent open house event, and members and purpose of the project advisory group.

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

- Does the Interstate Bridge Replacement connection to Fort Vancouver, Columbia Way, and potentially eliminating the C Street ramp affect the design of Main Street? Staff responded there is consideration for both these projects and how they will intersect. Right now, the intersection is at 6<sup>th</sup> Street. If there is a connection in the future, there will be consideration of where that intersection is and how that will impact Main Street. In addition, the Interstate Bridge project will extend Main Street south and is expected to use the same design standards to what are built on the current Main Street project section. There are also plans to connect both sides of I-5 as part of the IBR project.
- The decision-making process for the design options. Staff responded there are active areas and quiet areas of the street, and staff are looking at the available treatments with a balance of the types of treatments throughout to present to the project advisory group.
- Public spaces for all and integration of equity in this project. Staff responded there is a diverse group of business owners in the area, and the City is making a serious commitment to maintaining and supporting the business community throughout the construction period.
- Investing in upgrades for buildings on the corridor. Staff responded they are looking at a façade improvement program for storefronts as well as accessibility improvements for businesses.
- Encouraging certain types of business along the corridor. Staff responded there are incentive options to encourage certain types of businesses to come to the area. There are known impediments in the permitting process that could be improved to encourage more food and beverage businesses, for example.
- Plans to implement EV infrastructure. Staff responded we need to think about what is needed now and in the future. With EV charging, we need to consider the type of power available on the street and work with utility providers to work through those ideas.
- Consistency in design for accessibility. Staff agreed with the need for consistency and the challenge of retrofitting existing sidewalks, businesses, and parklets for accessibility.
- Sidewalk textures to indicate the different spaces for walking, seating, etc. Staff responded the use of different materials and textures could be used to delineate different zones.

**COMMISSION COMMUNICATION**

Chair Ramos asked about expired parking tabs and citations. Teresa Brum responded there is an appeal process for citations, but there is not a grace period.


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Chair Ramos asked about the stoplight at Columbian and 39<sup>th</sup> and indicated that he's heard from some cyclists and pedestrians supportive of keeping this intersection as a four way stop. Ryan Lopossa responded there is some confusion from drivers at the intersection as a four way stop. Signals are installed based on certain thresholds for traffic. Ryan did indicate that the City could consider making this a four-way flashing signal at non-peak times.

**ADJOURNMENT 7:47 PM**

DocuSigned by:  
  
902AD02A7F0D4E6...  
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