



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

March 7, 2023

CALL TO ORDER AND ROLL CALL

The March 7, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:01 p.m. by Chair Ramos.

Present: Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil (joined virtually at 6:30 pm), Corey Grandstaff (joined virtually), Mario Raia, Derya Ruggles and Ken Williams

Absent: Leah Jackson, Mike Paine

ACTION ITEMS

ADOPTION OF MINUTES

Motion by Vice Chair Edwards, seconded by Commissioner Williams, and carried unanimously to approve the February minutes.

STAFF COMMUNICATIONS

- Rebecca Kennedy provided an update regarding questions raised at the February meeting about the four-way stop at Columbia and 39th Street. The team conducting the post-project evaluation did not have a chance to observe the intersection before the traffic signal was re-installed, but staff will follow up with Public Works staff to discuss the option of a non-peak four-way flash that they raised as a possibility at the February TMC meeting.
- **Highway 99 Bus Rapid Transit Project Update**
Randy Parker, C-TRAN and Tom Shook, HDR, presented a brief overview of the Highway 99 Bus Rapid Transit project, a summary of public outreach events and priority outcomes, the draft Locally Preferred Alternative (LPA), and the timeline for the project. The Commission and staff discussed the following questions:
 - Connecting BRT to the Highway 99 Transit Center. C-TRAN staff responded that a direct connection is not currently included in the LPA) due to the amount of travel time it adds to line, but that the route could be restructured to make that connection in the future. C-TRAN staff also acknowledged the need for improved pedestrian infrastructure between the Highway 99 Transit station and the nearest BRT station, to ensure people can make that connection safely. In addition, C-TRAN staff noted that existing routes that depart the Highway 99 Transit Center and connect to Highway 99 provide a fixed route transit connection to BRT as well.
 - Plans for multimodal transit along the corridor. Staff responded there are plans for improving multimodal connections to Highway 99 BRT stations that are located in the

City of Vancouver, and that the City and C-TRAN are coordinating to ensure integration of City-led and C-TRAN-led improvements and provide direct and safe connections to transit. City and C-TRAN staff will be before the Commission later this year on this topic, as part of the Upper Main Street Safety & Mobility Project.

- What type of engagement happened for those who live and work along the corridor? C-TRAN staff indicated that notices for events were mailed out to household in the area. Interpreters were present at the open house events.
- Rider safety, transit connections and the routes in Hazel Dell, such as route 31. Staff responded they are proposing to increase the frequency and span of the route to match the BRT.

WORKSHOP

Transportation System Plan (TSP) Update

Kate Drennan, Principal Transportation Planner; Corinna Kimball-Brown, Nelson/Nygaard

Kate Drennan introduced the workshop and presented an overview of the TSP project. Corinna Kimball-Brown presented on the draft Pedestrian Crossing Policy, including the goals of the crossing policy, the process for evaluating crossing locations, guidelines for spacing of crosswalks, and site evaluation criteria.

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

- Process to prioritize installing a crosswalk and funding. Staff responded prioritization for these projects is part of the TSP project list, which will be prioritized through the 6-year Transportation Improvement Program (TIP). Funding comes from a variety of sources, including as part of a Complete Street project, the TIP, the City's pavement and other transportation programs, private development, and grants.
- School routes as part of the low-stress pedestrian network. Staff responded the Safe Routes to School maps are not incorporated into the pedestrian network map yet, but staff are working with the schools that have identified routes to incorporate that data. As part of the Safer Schools program included in the TSP, staff will be building out a more robust Safe Routes to Schools program, including investing in infrastructure as well as education and encouragement programming.
- On spacing guidelines, why not say there should be a crossing at every intersection? Staff responded the proposed guideline would apply to places where there are not intersections. Additionally, when a crosswalk is added, lighting also needs to be added, which increases the cost. Adding a crosswalk at every intersection is a good long term goal but would take up a lot of resources and would not address the most pressing safety issues for pedestrians trying to cross the street.
- Availability of sidewalks for safe pedestrian thoroughfares as part of the site evaluation process. Staff responded it is part of the ADA criteria for site evaluation.

Staff continued the presentation with the guide for crossing improvements, elements at a marked crosswalk, and selecting improvements for crossings.

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

- Where the exclusive pedestrian interval might be used. Staff responded those are typically in the highest pedestrian demand areas, such as a downtown area.
- Guidance for pedestrian centers to create uniformity. Staff responded there are different solutions based on many criteria for the crossing and agree consistency helps people understand how to use the system.

Staff concluded the presentation with the implementation network, showing the highest priority locations.

WORKSHOP

2024 – 2029 Transportation Improvement Program

Chris Malone, Public Works Finance and Asset Manager

Chris Malone presented an overview of the Transportation Improvement Program (TIP), how the feedback from TMC at the November meeting was incorporated into the current draft, the proposed changes in this year's document, the interim prioritization criteria and process, a list of the prioritized projects for this year, the public outreach process for TIP and at other stages of transportation projects, and next steps for the TIP.

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

- Review process for projects that remain on the unfunded list for years. Staff responded the list of projects is reviewed every year. Some of the unfunded projects are from the capital facilities plan, which takes much longer to fund.
- Project prioritization for projects that may have both positive and negative benefits. Staff responded projects score low to high depending on its impacts to various elements. For the future prioritization process, we can consider how we might assess a project's negative impacts.
- Non-technology based public outreach. Staff responded input is happening face to face at the planning stage of projects. That type of outreach doesn't happen at the TIP stage of projects, but various types of outreach happen at other stages of these projects.
- How are we incorporating any new direction from the Federal and State level to reduce vehicle miles traveled (VMT)? Staff responded VMT goals are addressed at the beginning stages of these projects, designing projects with the goal of reducing VMT to meet state goals. Active transportation projects often rise to the top of the prioritized project list because they contribute to many of the City's transportation goals, including GHG emission reduction.
- How are projects scored if they reduce greenhouse gas emissions and improve transit? Staff responded the interim prioritization process tries not to double count for things like this. Transit improvements are given points under congestion, bike and pedestrian improvements get points under active transportation. Additionally, if a project improves the transit route, it will get points in that category because it would improve reliability of the route.
- How is the flow of federal funding affecting these projects? Staff responded the transportation grant program has infrastructure and staff to pursue these grants. Staff are tracking these programs closely and pursuing funding where it's available.

Motion by Commissioner Williams and second by Commissioner Ruggles to excuse the absence of Commissioner Jackson. Motion carried unanimously.

COMMUNITY FORUM

Dan Packard was present to discuss signage for pedestrians and bicyclists. For example, he indicated that signs for vehicles to indicate a dead end street may be misleading for other mobility users as the path may continue if you are walking or biking. Park signage is also worn and hard to read. He was also supportive of the upcoming work to improve NE 112th at Chkalov Drive for bicyclists and pedestrians, as it is currently a dangerous intersection.

Jason Cromer was present to discuss pedestrian safety. He supports enhanced crossings for pedestrians, raised crosswalks, and continuous crosswalks. He would like to see a prohibition of right turn on red in Vancouver to increase safety for those crossing.

Zach Gatton was present to discuss crosswalks and sidewalks. He supports filling in controlled crossing gaps, as well as locations where there is a crosswalk on some but not all legs of an intersection. Additionally, he advocated for prioritizing additional controlled crosswalks in areas where a sidewalk ends and continues on the other side of the street.

PUBLIC HEARING

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 overview of the Fourth Plain project values and priorities, TMC and City Council feedback, constraints along the corridor, an overview of public engagement, and the three recommendations for this project. Recommendation 1 is a reconfiguration for enhanced transit and mobility lanes. Recommendation 2 includes complementary network improvements including restriping Stapleton to add buffered mobility lanes, improving existing mobility lanes on 18th Street, and adding an intersection street mural at Fourth Plain and Falk Rd. Recommendation 3 is to include a new multiuse path for community review and prioritization as part of the 10-year Fourth Plain for All investment strategy that is currently under discussion. Staff acknowledged that if this is not prioritized for short term funding it will require additional time and resources to advance.

Public Testimony

David McCune, Meadow Homes Neighborhood Association, expressed concern regarding the intersections of Caples Avenue and Wintler Drive at Fourth Plain. Cars frequently run the lights at these intersections because they are very close together and it's unsafe. The neighborhood association voted in favor of removing the intersection and lights at Wintler Drive to make it a dead end. The neighborhood association supports the restriping planned for Fourth Plain.

Zach Gatton was supportive of the project overall but was concerned about the amount of time it may take to complete the multi-use path that represents the mobility lane connection at the east end of the project.

Jason Cromer was supportive of the project overall and expressed concern for narrow bike lanes that are often obstructed by gutters, parking lanes, and debris. Narrow bike lanes that are not separate from traffic don't encourage people to choose biking over driving.

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

- Council support and prioritization for the third recommendation to construct the multi-use path. Staff responded at the last Council workshop Council directed staff to expedite the design for this segment.
- Regarding the prioritization of the third recommendation, does prioritizing this project lower the priorities of other goals such as preventing displacement in the area. Staff responded it’s not a directive to the community to direct funding to this project only; instead, it asks the community to weigh and prioritize this project in addition to other priorities, which could include additional transportation improvements, new affordable housing, programs that increase access to childcare, more workforce training opportunities, small business support, etc. The priorities that do not receive ARPA funding will still be part of a 10-year investment strategy that the City will work to implement over the next decade.

Motion by Commissioner Williams, seconded by Commissioner Ruggles to endorse the proposed project recommendations that include a reconfiguration of the roadway striping on Fourth Plain Boulevard, adding capital projects to the Transportation Improvement Program that focus on placemaking, expanding the mobility network, and calming traffic, and recommending the addition of a new multiuse facility for consideration in the Fourth Plain for All: Investing in our Future investment strategy.

Commissioners Grandstaff, Raia, Williams, and Godsil were all supportive of the three recommendations.

Vice Chair Edwards supported the recommendations and liked that C-TRAN and transportation improvements are a priority with this project.

Commissioner Ruggles supported the recommendations and was appreciative of the work the staff put in to find a hybrid option for this project.

Chair Ramos supported the recommendations and recognized the staff effort with the TMC and the public. The design helps people move in the way they prefer and supports the businesses in this area.

Roll Call Vote

Commissioner Godsil	Yes
Commissioner Grandstaff	Yes
Commissioner Raia	Yes
Commissioner Ruggles	Yes
Commission Williams	Yes
Vice Chair Edwards	Yes
Chair Ramos	Yes

Motion carries 7-0.

COMMISSION COMMUNICATION

Chair Ramos encouraged the Commissioners to participate in the Highway 99 Vine alignment conversations.

ADJOURNMENT 7:45 PM

Eduardo Ramos, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio is kept for a period of six years.

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