

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

April 4, 2023

CALL TO ORDER AND ROLL CALL

The April 4, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:15 p.m. by Chair Ramos.

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

Absent: Corey Grandstaff

ACTION ITEMS

ADOPTION OF MINUTES

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

Motion by Commissioner Williams, seconded by Commissioner Jackson, and carried unanimously to excuse the absence of Commissioner Grandstaff.

STAFF COMMUNICATIONS

Rebecca Kennedy provided an update regarding Phase II of the Fourth Plain Safety and Mobility Project. City Council approved the project as recommended by the TMC.

WORKSHOP

McLoughlin Complete Streets Update and Evaluation Framework
Emily Benoit, Senior Transportation Planner, CDD

Rebecca Kennedy introduced the workshop. This phase of the project is an evaluation of the changes that were completed in 2019, and will look at how the facilities are used, any ongoing safety issues, and any further changes that may be warranted. Emily Benoit presented an overview of the project corridor, the permanent and pilot elements that were installed on McLoughlin, technical findings of the evaluation, and recommendations to further improve safety on the corridor.

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

- Addition of bike boxes contingent on the removal of a left turn pocket? Staff responded it is not, these are two separate recommendations. Bike boxes can be added at the intersection with Grand Blvd. regardless of whether the turn pocket is removed.

Transportation and Mobility Commission | Meeting Minutes

April 4, 2023

Page 2 of 4

- Historical information on removing speed cushions from bike lanes and an increase of vehicles driving into the mobility lane to avoid the speed cushion. Staff responded it's something they are looking into throughout the City, as well as considering adding features that might be possible to prevent vehicles from moving into the mobility lane.
- On removal of speed cushions in the mobility lane, an option to remove only a small section so bikes can continue to travel through. Staff responded there are safety concerns with this option, in the event a user needs to swerve to avoid something in the mobility lane.

The meeting was disrupted, and the Commission took a 5 minute break.

WORKSHOP

Climate Action Framework (CAF)

Aaron Lande, Program and Policy Manager, CMO; Rebecca Small, Senior Policy Manager, CMO

Rebecca Small presented an overview of the goals of the Climate Action Framework (CAF), the six sections of the framework, with a focus on the transportation and land use actions for this presentation, and the three broad strategies within the transportation and land use section. Strategy 1 is to create neighborhoods that support clean modes of transportation, strategy 2 is to shift driving trips to clean, active modes of transportation, and strategy 3 is to decarbonize and electrify vehicles. Aaron Lande presented an overview of the strategy and plans for implementing these strategies, as well as through broader policies such as the Comprehensive Plan, Strategic Plan, and Transportation System Plan.

The bullets below summarize the Commissions questions and staff responses:

- The cost to build parking stalls. Staff responded a structured parking stall can cost up to \$50,000 each.
- Communication strategies to support all modes of transportation. Staff responded one of the goals is to make driving alone not the most desirable choice for a trip and provide a combination of other options that are safe, comfortable, economical, and direct. We want to keep the tone positive around communicating on this topic.
- Support for small businesses to help make different types of transit possible. Staff responded there is an example of that in downtown Vancouver called Ryd, which is a private on-demand electric shuttle serving downtown.
- Safety concerns with school children using public buses to get to school. Staff responded each family will have to make that decision on their own, and will take into consideration age and maturity, as well as education and guidance on using public transit. In some cases, parents ride the bus with kids and continue on another route after reaching the school.
- The easier strategies to implement in the CAF. Staff responded the transportation and land use strategies are challenging and will take a long time as they are part of broad systems that cannot be changed quickly, and we lack a direct control over all aspects of these systems. The easier goals are around education, which can be accomplished in only a few years' time. Converting fleets to EVs will be another easier goal to accomplish, as there are already state and federal measures to improve the quality of fuels and support for the conversion to EVs.

Motion by Commissioner Raia, seconded by Commissioner Edwards, and passed unanimously to adjourn the current meeting as a result of the online disruption and reconvene at 6:30 pm, physically in the same location and virtually at a new virtual link that requires password credentials to attend, with the link but not the credentials posted to the TMC website.

Transportation and Mobility Commission | Meeting Minutes

April 4, 2023

Page 3 of 4

ROLL CALL

Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Leah Jackson, Mike Paine (virtual), Mario Raia, Derya Ruggles (virtual), and Ken Williams

Motion by Vice Chair Edwards, seconded by Commissioner Jackson, and carried unanimously to excuse the absence of Commissioner Grandstaff.

COMMUNITY FORUM

Sara Schmit was present to discuss the Fourth Plain Safety and Mobility project. She expressed support for the project overall but disappointment with the recommendation for the section between 62nd and Andresen with the bus and turn lane but no mobility lane as part of this project.

Susan Law, representing the Urban Forestry Commission, was present to share information about projects the Urban Forestry Commission has done addressing both transportation and trees. The Commission has a subcommittee focused on transportation and corridors and selects a few corridors each year to focus plantings along the borders. A twenty-year management plan is underway, and they are looking for feedback from the public. The draft plan includes a more proactive role in street tree maintenance by the City.

WORKSHOP

McGillivray Blvd Safety & Mobility Project

Emily Benoit, Senior Transportation Planner, CDD; Kara Hall, Fehr & Peers

Emily Benoit presented an overview of the project and the project phases. Kara Hall presented on the analysis of the corridor, the extent of the study area, a cross section of the existing corridor, current challenges of the corridor, and potential safety improvements. As part of phase 1 of the project, staff conducted community outreach to identify corridor issues, including an open house, walk and bike audits, an online survey with interactive map, and a survey to the schools along the corridor. Staff provided a summary of takeaways from the outreach events, including strong support for addressing vehicle speeds, improve large intersections for all users, and increase safety and comfort for all users of all ages and abilities.

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

- Ways to address large intersections for walkers and other non-vehicle users. Staff responded they will look at vertical barriers or other elements to make the crossing narrower. There is also a possibility for pedestrian refuges at existing medians.
- Water management and low curbs on the corridor. Staff responded they will coordinate with the pavement management group to address issues. This topic came up in the community engagement events as well.
- Plans to use the wide corridor for multi-modal traffic. Staff responded there is an opportunity to use the paved part of the road for multi-use paths. There is potential for on street shared space to address gaps in the sidewalk network.
- Vehicles traveling on McGillivray instead of 7th Street due to the speed bumps on 7th and plans to reduce traffic on McGillivray. Staff responded that issue was brought up as well in public outreach. Hopefully the changes on McGillivray will slow vehicle travel and incentivize vehicles to use Mill Plain instead.

Transportation and Mobility Commission | Meeting Minutes

April 4, 2023

Page 4 of 4

The presentation continued and covered draft project goals and evaluation criteria. Draft goals put forward for TMC feedback included lowering vehicle speeds, improving safety and comfort, improving intersections, and improving crossings.

The bullets below summarize the Commission's questions during this portion of the presentation, and staff responses:

- Examples of striping and road narrowing to reduce travel speeds. Staff responded there are many examples from other jurisdictions and locally where narrowing the vehicle lane was effective in reducing vehicle speeds. Staff will provide those examples in future workshops.
- Including a goal to reduce the number of vehicles on McGillivray. Staff responded they are finalizing the traffic analysis now and will share that information at the next workshop. McGillivray has a relatively low volume of vehicle travel compared to other corridors in the City. Staff will consider adding this as a goal for this project.
- Potential overlap with the goals of improving intersections and crossings. Staff responded the crossing improvement goal will include at intersections and mid-block crossings. They will also look at the potential need to add crossings that don't exist today.
- The process to evaluate the need for turn lanes. Staff responded the starting point to evaluate a turn lane is typically volume. They then consider the distance for pedestrians to cross and specifically for right turn lanes, how bikes navigate through the intersection. The process looks at the trade offs for all users through the intersection.

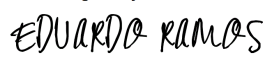
The presentation concluded with next steps and planned ongoing community engagement activities.

COMMISSION COMMUNICATION

Commissioner Jackson requested an update on the Columbia Street project.

Chair Ramos shared an update on efforts to use multi-modal paths and streets for community events and education.

ADJOURNMENT 7:40 PM

DocuSigned by:

302AD82A7F8D4EC...
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