



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

May 2, 2023

CALL TO ORDER AND ROLL CALL

The May 2, 2023 meeting of the Transportation and Mobility Commission (TMC) was called to order at 4:00 p.m. by Chair Ramos.

Present: Chair Eduardo Ramos, Vice Chair Jeananne Edwards, Commissioners Connor Godsil, Corey Grandstaff, Leah Jackson, Mike Paine, Derya Ruggles, and Ken Williams

Absent: Mario Raia

ACTION ITEMS

ADOPTION OF MINUTES

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

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

WORKSHOP

Columbia Street Complete Streets Project Update

Emily Benoit, Senior Transportation Planner, CDD; Ryan Lopossa, Transportation Division Manager, Public Works

Emily Benoit presented the evaluation process for complete streets projects, the project corridor elements that were added during the project, the type of data collected during the evaluation process, and a summary of survey responses gathered during month one of a 12-month evaluation process.

The bullets below summarize the Commissions questions and staff responses:

- Incomplete crosswalks and the impacts to data collection during the evaluation process. Staff responded the weather delayed completion of those elements. Staff will continue to collect data on the other project elements that are completed and the full project evaluation through the year as well as in the future.
- Process to determine where ziclas can and cannot be installed. Staff indicated that on the block between 16th and 17th there are two driveways about 30 feet apart and the ziclas are placed 8 to 12 feet apart. Based on that, it was determined adding ziclas did not meet the intent of adding vertical separation from vehicles and the mobility lane.
- Adjusting the stoplight at Columbia and 39th to be intermittent during off-peak hours.

WORKSHOP

McGillivray Blvd Safety & Mobility Project

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

Emily Benoit presented the revised project goals based on feedback from the April workshop. The first goal is to lower vehicle speeds, the second goal is to improve safety and comfort, and the third goal is to improve intersections and crossings.

The bullets below summarize the Commissions questions and staff responses:

- For goal 1, how to determine if the goal is reached. Staff responded lower travel speeds and traffic volumes are they metric they are considering using to measure the reduction in cut-through traffic. The evaluation criteria for each goal will include more specific metrics that include specific targets.
- Awareness and adherence to the posted speed limit.
- Outreach to the community who may wish to use the corridor but currently avoid it due to safety concerns. Staff confirmed they've heard from the community about this and are addressing it the outreach process for the project.

Staff continued the presentation with the community engagement plan, identification of stakeholders, engagement goals and tools for phases 2 and 3 of the project, and next steps.

The bullets below summarize the Commissions questions and staff responses:

- Suggestion to work with local bike advocacy groups and businesses with commute reduction programs as part of the engagement process. Staff responded they plan to work with Vancouver Cycle and Bike Clark County as well as communicate through their list servs. Staff will explore working with the Commute Trip Reduction programs in the area as well.
- Suggestions to work with Neighborhood Associations near the area in addition to those already identified.

WORKSHOP

Transportation System Plan (TSP) Update

Kate Drennan, Principal Transportation Planner, CDD; Stephanie Wright, Nelson/Nygaard

Kate Drennan reviewed the TSP schedule, the chartering process, and alignment with the City's Strategic Plan goals. Stephanie Wright presented the basics of performance measures, the broad TSP goals, and an overview of types of data used for citywide and corridor performance measures. The presentation covered the measures, metrics, and target direction for each of the first three TSP goals of safety, equity, and climate.

The bullets below summarize the Commissions questions and staff responses:

- Is the goal 3 measure to plant new trees specific to those planted in the right of way? Staff responded this metric is not specific to trees planted in the right of way and indicated they would think through how to clarify this in alignment with similar work happening in Parks and Urban Forestry.
- Protecting older and existing trees as part of goal 3. Staff responded this is not within the scope of the TSP, but it is managed and tracked in the Urban Forestry Management Plan, which is currently being updated.

- Adding a measure related to increasing the number of EV chargers. Staff responded there are policies related to EV chargers and charging infrastructure. The City likely will not be installing the charging stations, it's typically installed by a private entity, similar to a gas station. There are requirements for new developments in the City to include infrastructure for EV charging.
- As part of goal 3, measuring shared rides. Staff responded there are policies around transportation demand management. We likely don't have the data needed to be able to track shared rides and carpooling, though there is census data related to commuting and carpooling that the team will track.
- Including measurable metrics for these six goals. Staff responded a percent change could be included as part of these metrics, but there are challenges to tying goals to numbers as well. For example, a goal to complete a certain number of projects per year would disincentivize completing fewer more complex projects in a year. The team will put additional thought into this and follow up.

The presentation continued with the measures, metrics, and target direction for each of the last three TSP goals of transportation choice, regional connectivity, and maintaining our assets.

The bullets below summarize the Commissions questions and staff responses:

- Including a metric related to decreasing the level of stress for users on sidewalks and in crosswalks. Staff responded there is a policy related to the target density for crosswalks. Pedestrian level of stress measures speed and volume of vehicles and separation, but there is not currently the capacity to measure existing conditions for the entire sidewalk network. Complete Streets projects measure changes in the level of stress on a given corridor, and the project team will explore adding a metric related to the level of stress specific to these complete street corridor projects.
- Policy for sidewalk maintenance. Staff responded there are maintenance standards for private property, planter strips and sidewalks. The sidewalk program can issue correction notices to homeowners if there is unacceptable vegetation or other issues with the sidewalk. There's not a way to measure the existing network of sidewalk issues and there are equity concerns related to corrective actions as sidewalk maintenance can be very expensive.
- Metric for adding sidewalks where they don't currently exist. Staff responded there is an inventory of deficiencies in the existing sidewalk network. There could be a measurement of the sidewalk improvements completed each year.
- Measurement for sidewalk conditions similar to the Pavement Condition Index. Staff responded that they don't believe there is a measurement of sidewalk conditions but will explore further.
- Measuring and tracking crosswalks and sidewalks added at bus stops.
- Minimum amount of space on the sidewalk for pedestrians waiting at a street crossing. Staff responded sidewalks need to meet the Americans with Disabilities Act standards and can provide those specific measures later. Existing bulb outs may have been removed or narrowed to allow for small mobility access on the corridor.
- Including measurements for small mobility and biking with the transportation options goal. Staff responded the current data set does not track other types of small mobility other than biking, walking, and rolling. Hopefully other data will become available later, and we can note that biking is a form of small mobility, and as other data becomes available, we can begin to track that as well.
- Including measurements related to transit such as dedicated bus lanes and signal prioritization.

- Safety on corridors with on and off ramps.
- Opportunity to collaborate with the Climate Action Framework to track progress reducing heat islands in neighborhoods.

Commissioner Godsil departed the meeting.

COMMUNITY FORUM

Lisa Nelski was present to advocate for a new bike lane on NE 9th Street between NE 136th Avenue and NE 112th Avenue. There is currently not a bike lane in this segment of the street but there is interest from the neighborhood association members in having one. The street is wide, and most houses have off street parking available. She spoke with the owner of the cemetery, who is also supportive of removal of parking to add a bike lane.

Dan Packard was present to discuss pedestrian lead times at traffic signals. He appreciated where this has been implemented already and was supportive of phasing this into all traffic signals for the safety of pedestrians. He also spoke about traffic signals not detecting bicycles at intersections. On SE 1st Avenue, he inquired about a City policy for driveway and sidewalk connections. There are a few driveways that are lower than the sidewalk and was supportive of having the driveway at the same or raised level to indicate to drivers there may be pedestrians crossing.

Zach Gatton was present to discuss standardizing bike infrastructure in the City and increasing protected mobility lanes throughout the City to increase safety.

Jason Cromer was present to discuss the benefits of pedestrianizing Main Street in Vancouver as well as considering having limited times when the Street is car free. He also shared his experiences with the mobility infrastructure in Seattle and supported increasing protected and consistent mobility lanes in Vancouver.

PUBLIC HEARING

2024 – 2029 Transportation Improvement Program (TIP)

Chris Malone, Finance and Asset Manager, Public Works

Chris Malone presented the updates included in the TIP document this year and the schedule for approval of the TIP by City Council.

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

- Developer contributions as part of funding in this year's TIP. Staff responded the developer contribution varies year to year and depends on the amount of construction planned for the year.
- Defining "preserving our community's neighborhoods". Staff responded it's part of the introductory letter to the TIP and is intended to be a broad statement. Staff will explore revising this statement to be clearer that this statement is focused on neighborhood livability that includes safe mobility options.

Public Testimony

No members of the public were present to provide public testimony.

Motion by Commissioner Williams, seconded by Commissioner Grandstaff to approve the 2024 – 2029 Transportation Improvement Program.

Roll Call Vote

Commissioner Jackson	Yes
Commissioner Paine	Yes
Commissioner Ruggles	Yes
Commissioner Grandstaff	Yes
Commissioner Williams	Yes
Vice Chair Edwards	Yes
Chair Ramos	Yes

The motion carried unanimously 7-0.

STAFF COMMUNICATIONS

Taylor Eidt from C-TRAN was present to discuss proposed Fall 2023 Service Changes. This includes a set of service changes intended to optimize connections to the Vine on Mill Plain, changes in service to Mill Plain Transit Center, two new bus routes, and improved regional connections. These changes go before the C-TRAN Board of Directors in May for further review and adoption is anticipated in June.

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

- Mobility and connections to Washington State University Vancouver (WSU). Staff responded the C-TRAN Board of Directors recently adopted the locally preferred alternative for the Highway 99 Bus Rapid Transit project alignment, which will be a new Vine route connecting the Waterfront to the WSU Vancouver campus. Service is planned to start in 2026.
- On the Vine on Mill Plain route, the removal of the westbound stop at Chkalov Dr. Staff responded there were traffic flow and congestion issues with the westbound stop and that they will look for opportunities to infill this station in the future. The City and C-TRAN made efforts in the planning stage to have a westbound stop at this location, but it would have removed a turn lane and businesses in the area opposed that change.
- Ways to increase pedestrian safety on the Vine on Mill Plain near I-205.

Staff provided an update on the annual retreat, which is now planned for September 2023.

COMMISSION COMMUNICATION

Commissioner Jackson discussed the opportunities for education and outreach related to the Columbia Street project and suggested that additional driver education programs be implemented to teach new drivers how to interact with the mobility infrastructure and the people who use it.

Commissioner Williams asked about the passage of Senate Bill 5452 related to multi-modal and pedestrian projects to be eligible for certain types of funding. Staff responded the new law expands the definition of “public facilities” to include bicycle and pedestrian facilities that are designed to support multimodal commuting. This definition pertains to projects included in the City’s Capital Facilities Plan that can be funded through collected transportation impact fees related to development activities. Similar rules remain about the ‘nexus’ of the projects and the development in question, in that impact fees may only be imposed for system improvements reasonably related to the new development, and must be used for system improvements that will reasonably benefit the new development.

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Vice Chair Edwards noted on NE 28th Street and NE 138th Street, the left turn lane signals do not detect bikes.

Chair Ramos discussed the option for a four way stop at the intersections of 33rd and 39th and Columbia Street during off-peak hours. He also requested staff to invite IBRP staff to attend the August meeting during the Hwy 99 and Upper Main Street workshop.

ADJOURNMENT 7:48 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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