



# 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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## ***June 6, 2023***

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

The June 6, 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, Corey Grandstaff, Leah Jackson, Mike Paine, Mario Raia, and Ken Williams

**Absent:** Derya Ruggles

Kate Drennan was present as the staff liaison for the meeting.

### **ACTION ITEMS**

#### **ADOPTION OF MINUTES**

Commissioner Jackson requested an amendment to the summary of the Columbia Street Project Update to include her request to update the status of the project.

**Motion** by Commissioner Williams, seconded by Vice Chair Edwards, and carried unanimously to approve the May minutes as amended by Commissioner Jackson.

### **WORKSHOP**

#### **McGillivray Blvd Safety & Mobility Project**

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

Emily Benoit reviewed the phase 1 project goals and outcomes and the accompanying evaluation criteria. Kara Hall presented existing conditions on McGillivray Blvd, including traffic volumes, level of service and queuing at intersections along the corridor, vehicle speeds, and signal warrants. The pedestrian and small mobility experience was evaluated, including a review of sidewalk coverage and crossings, mobility lanes, the bicycle level of traffic stress, and transit routes and stops. Staff reviewed safety and collisions by mode, collision rates and types, and an analysis of parking utilization and illumination.

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

- Consideration of a traffic roundabout instead of stoplights. Staff responded there is no specific warrant for roundabout installation, so it was not evaluated in depth for this project. It is something to consider as a long-term solution as roundabouts do have strong safety advantages.

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- Was pedestrian level of stress investigated. Staff responded the bicycle level of stress is used as a proxy for pedestrians as they are rated on similar characteristics such as vehicle volumes and speeds.
- What is measured in warrants for adding a signal. Staff responded signal warrants include peak hour, 8-hour and 4 -hour traffic volume collection, train crossing (doesn't apply in this case), and school and safety related warrants. Staff is doing a deeper dive into the safety warrant given the number of collisions at intersections on the corridor to see if a signal is warranted for safety reasons even when volumes do not meet the threshold.
- Addressing tree roots in roads and stormwater management. Staff responded the tree roots will be addressed during repaving and there are known issues west of 136<sup>th</sup>. For stormwater, staff will evaluate where there are issues and mitigate where possible, but also acknowledged the project scope is focused on work between the curbs and implementable through the pavement program.

Staff concluded the presentation with next steps, including developing design options and evaluation criteria to address the project goals.

Commissioner Grandstaff departed the meeting.

### **WORKSHOP**

#### **Jefferson – Kauffman 60% Design**

#### **Hassan Abdalla, Transportation Engineering Manager, Public Works**

Hassan Abdalla presented historical context of this project and the project objectives and opportunities. The project presentation included the planned realignment of Jefferson and Kauffman, the multiuse path along this corridor, cross sections of Jefferson Street, W. 13<sup>th</sup> Street, and Markle Avenue. Hassan also presented on project funding and schedule for the remainder of the project through construction.

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

- Explain the section of Kauffman at Mill Plain. Staff responded in that section there is sidewalks on each side and three lanes for vehicle traffic, one for through traffic in each direction and one left WB turn lane that will also include a bike box for left turns.
- What movements are prioritized in this realignment project? Staff responded the project and roadway realignment is primarily for freight mobility. If it was converted to a one way, freight would be split onto two different corridors with more interactions with other users.
- How does this project interact with TIP project to add mobility lanes to 11<sup>th</sup> Street from King Street to the Amtrak station. Commissioners are concerned that sidewalk curb bulbouts could preclude a future mobility lane. Staff responded they will look into how those two projects intersect.
- Traffic patterns at the intersection of Kauffman and W. Mill Plain. Staff responded they would look into the traffic patterns and turn movements at this intersection to review whether the left turn pocket is still needed.
- Freight routes in this area, including on Washington and Evergreen. Staff responded the intent is to have freight on Mill Plain and Kauffman to Jefferson.
- Raised sidewalks for bicyclists. Staff responded they did consider raised sidewalks across intersections in the initial design discussions. Maintenance staff expressed concerns with that option due to issues with stormwater drainage and ongoing maintenance.

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- Public outreach for this project. Staff responded there have been discussions with the landowners who are affected by the project and will consider an open house event in the future to get additional feedback from those in the area.

### **STAFF COMMUNICATIONS**

Two new Commissioners will join the Transportation and Mobility Commission in August, representing a transportation professional and driving as a primary mode. Staff will onboard the new Commissioners in July.

The November TMC meeting has been canceled due to staff attending a conference out of state on the first Tuesday in November.

Kate Drennan presented the Communications Agenda Item regarding the 112<sup>th</sup> Avenue Safety and Mobility Project. It is currently in the existing conditions phase, and the Project Team is collecting traffic counts, crash history, bike and pedestrian counts, and C-TRAN ridership. Public outreach will start this summer to gather information on how people use the corridor and what they might like to see changed.

**Motion** by Commissioner Jackson, seconded by Commissioner Raia, and carried unanimously to amend the agenda to move the staff communication to after the Jefferson-Kauffman workshop.

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

Commissioner Paine joined the meeting.

### **COMMUNITY FORUM**

Jason Cromer was present to discuss the Main Street Promise project and encouraged the Commission to push for a more pedestrian focused design. He also encouraged the Commission to advocate for more traffic calming measures installed throughout the City, as the Police Department is unable to enforce traffic violations due to staffing issues.

### **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 an overview of funding for capital projects and delivery of programs and projects, the current funding strategy, trends in transportation spending and population growth. Next Stephanie presented on the updated prioritization framework for TSP projects, discussed a reprioritization of the existing projects in the TIP and CFP, updates to funding models such as leveraging development for transportation improvements, adding small mobility projects to the Transportation Impact Fees project list, and new grant opportunities.

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

- What is the stability of the Street Funding Strategy revenue. Staff responded they expect to continue to receive this revenue, as it is part of a tax that was recently increased and extended by City Council.

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- Can grant funds received for a specific project be shifted to other projects? Staff responded grant funds must be used for the project it was awarded for. However, grant funding for a project may make local funding that was allocated to that project available for a different project.
- Inclusion of grant availability on the list of questions about when to invest in a project. Staff responded grant funding is pursued for projects that have already been prioritized for near-term implementation as it is beneficial to have a degree of demonstrated design and community planning processes .
- Reviewing the concurrency standards. Staff responded they will be looking at opportunities to update the policy and include other measures to assess roadway performance.

The presentation continued with the TSP Capital Projects list that focuses on walking and small mobility focused projects needed to implement the pedestrian and bike and small mobility modal networks, as well as other policies.

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


- The Main Street project is listed as a pedestrian project, but thought it was intended to include small mobility as well. Staff responded Upper Main Street does have a focus on small mobility connection to the Burnt Bridge Creek crossing, and south of that area is more pedestrian focused.
- Including this list of projects on the City website. Staff responded these projects aren’t currently on the website but will be included in the TSP Plan and could consider incorporating them into an interactive map that also includes the modal networks.
- Is there a mechanism to identify projects on the list that are ready to pursue funding. Staff responded we track grant opportunities and the types of projects that might be eligible for those grants on an internal spreadsheet

**COMMISSION COMMUNICATION**

Commissioner Williams thanked the City for installing sidewalks on Devine Road.

Chair Ramos shared that he has joined the Comprehensive Plan Update Group.

**ADJOURNMENT 7:37 PM**

DocuSigned by:  
  
96ZAD8ZA7F0D4E6...  
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